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368 • February 2004

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TakingItEasy

Here are some actual facts for you to ponder. Only in America can a pizza get to your house faster than an ambulance. Only in America do banks leave both doors open and then chain the pens to the counter. Only in America do we leave cars worth thousands of dollars in the driveway and put our **useless junk in the garage.** Only here in America do we use answering machines to screen calls and then have call waiting so we won't miss a call from someone we didn't want to talk to in the first place.

People seem to be leaning towards chickens for pets. A Pennsylvania family has nine chickens, which they say are "aesthetically pleasing," even "cool." And a Missouri woman who had **38 chickens** over the years said "the best part" was "knowing them as individuals." (And just think, they provide breakfast every morning. What more could you ask for?)

Political correctness taken a step further: Britain's National Society for Epilepsy said that it had received several inquires from teachers in training who had been instructed to avoid the term **"brainstorming"** as offensive to epileptics (a substitute offered was "thought shower"). But finally the Society said "brainstorming" was okay. (What about "brain farts"?)

A U.S. Army colonel (most recently stationed in Afghanistan) struck up e-mail romances with more than 50 women and wrote **"the most intoxicating love letters"** one woman had ever read. He assured her (and many others) that they would soon marry. But one woman was skeptical of this 5-foot-10 guy. He had claimed to be 6-foot-5, but when a first meeting date with the woman neared, he wrote that he had shrunk about 5 inches due to repeated parachute jumps.

A Charter School in Washington, D.C., replaced its principal after learning that he was a felon with a long arrest record and had actually been reporting to work daily wearing **an ankle monitor** as a condition of probation for credit-card fraud. (No background checks? Oops!)

Wal-Mart is negotiating with some officials in Houghton County, Michigan, about expanding its store. It says it prefers to expand where the Huron River now runs if the county would **just move the river over a little.** The county said it would look into the request.

This guy punched his wife's eye closed, dragged her out of their car, and then **ran over her three separate times** on the side of the road. But now that he's been jailed, she can't wait to get her honeybear home. Go figure.

I bet you didn't know that when the Angler Fish (ugly little thing) was first fished up, scientists were puzzled that all the specimens were female—until someone noticed that the "parasites" latched onto their bodies were actually males, only 1/6 the size of their better halves. Once he's sniffed out a mate, **the male takes a big bite** into her scales and gradually loses his eyes and digestive organs, ending up as nothing more than a pair of sperm-producing testicles. (Just like some human males.)

He fell down a gorge adjacent to a major freeway and died. The defense by the two officers who had been present when it happened was although they knew the man had fallen, law enforcement officers are under no duty to help if they had **nothing to do with the original fall.** (Fortunately, the defense was overruled.)

A guy was sentenced last year to probation for entering a funeral home's **living nativity scene** last Christmas and having sex with one of the sheep. (At least Mary is still a virgin!)

A superintendent of schools flunked his state-required English **literacy test** for the third time. This doesn't surprise anyone who tried to comprehend his reaction to failing: "It bothers me because I'm trying to understand the congruence of what I do here every day and this stupid test." (Huh?)

A 46-year-old woman was praised by all for perseverance after **getting her driver's license** on the 20th try (and more than 300 lessons costing over $10,000). She said, "I'm not the sharpest knife in the drawer when it comes to driving, and I just didn't get it at all."

An outfit in Scotland has staged a play in which the audience shows up but **nothing happens on stage.** Nothing. For 60 minutes. Then it's over and the audience leaves. Said the outfit's spokesman, "Only time will tell if it captures the public's imagination." (I think the only thing this play is gonna draw is flies.)

Here are a few "stories" given to the police after traffic stops. One driver had a full map of Ontario spread out across his dashboard and windshield as he drove, saying he had **a poor sense of direction.** And another driver had expired plates, food wrappings and garbage throughout the car, and was actually preparing his lunch in a crock-pot in the car. And a speeder explained that his car "kept getting away from him" because it was "just too fast" for him. Yeah, right.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 368 • FEBRUARY 2004

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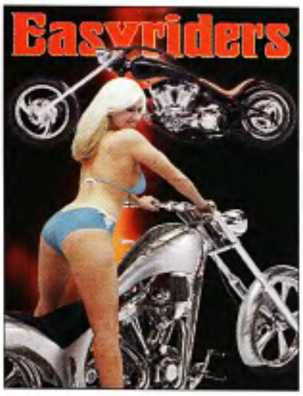

Tempest Chopper shot by Michael Lichter. Jim Nasi Celtic Chop and erotic Eve shot by Pablo Escobar Jr. Special imaging by Mark Evangelista.

The next liver-quiverin' issue goes on sale February 3rd, 2004. **Printed in the USA.**

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WordMonger

Life Is Good

This past weekend I was taking care of some business, some shopping, etc. Although I wasn't looking for anything in particular, I ran across a good pair of boots on sale, and a tool chest on sale. I drove by Arrowhead Harley-Davidson in Peoria, Arizona—a party at their new location was going on. Enjoyed the girls from Hooters, the bikini wash, the motorcycles of all kinds. While there I bought a $15 raffle ticket with donations going to the Pediatric Brain Tumor Association.

I've entered a lot of raffles over the years. The prize for this one was a 2003 Sportster 883. I've been wanting to buy a Harley for about 10 years now, but something always comes up—kids, wife, cars, house, something always needing higher priority. Someday, I kept saying to myself…someday.

Well, I went back there the next day (Sunday), since you had to be present to win. I listened to all those names being called and was thinking about just heading down the street for a cool one. One last ticket…and they called my name. I held my ticket up in the air as I walked through the crowd. They matched the ticket; it was mine! Outstanding!

It gets better. The folks at Arrowhead let me trade the bike in toward what I really wanted a 2003 Road King. Even delivered it to my door, since I didn't have a valid motorcycle license. That worked for me. None of my friends believed me at first when I told them. But when they did, they stepped forward. Maddog offered me the use of two helmets until I bought my own. Troy offered the use of a bike cover (the bike had to be stored outside for a week or so). And Bugs gave me a skullcap and goggles. The third one (and about 100 more) are heading down there next weekend and purchasing a raffle ticket because Arrowhead & Chandler H-D are giving away another 883 Sportster.

I'm retired Air Force, used to being part of a team, a family if you will. I hadn't seen any of that in the civilian world until yesterday. I feel like I found a home again.

Dave Broyles
Peoria, Arizona

Sturgis Disappointment

Being a dedicated reader of your fine monthly rag of the finer things in life, I was disappointed by the lack of Sturgis photo coverage in the November issue. I would have figured that Sturgis, being what it is, would have made out like a fat rat in the photo department. Having spent only four days there during the opening weekend, I saw enough "Kodak Moments" to wrinkle my colon.

Also, being a military member in the finest military in the world, I know that all my fellow military countrymen and women who read your magazine look forward to "seeing" what they have missed while being stationed abroad and planning what to do next year. Come on, people, get yer "sierra" together!

Blacksheep
Cycerland

Sorry, Blacksheep. Subscribers such as yourself missed out on the additional 32 pages of great Sturgis coverage (including over 290 pictures) that was available on the newsstand or PX. We'll send it to ya for just two bucks. Call 800-247-6246 to get yours.

Need Help!

Okay, guys, I need your help. I've taken over my dad's old *Easyriders* collection and while reading the older ones, I came across the February '85 issue. In it there was a full-page ad for Dave Mann posters for sale, and I happened to notice that on the order form my dad had checked No. 9 (*Hollyweed*), No. 11 (*Easyriders Forever*), No. 14 (*Sunset Blvd.*), and No. 16 (*Ghostrider*), but for some reason he never sent in the order.

I'd like to know if you or any of your readers could help me locate these, as I would really like to give them to him for Christmas. I think it would be a hell of a good gift.

If there is any way you could help me out, I would really, really appreciate it! I can be reached at Sportsterwood1@aol.com or at 630-788-7880. I have a whole raisin pie for whoever comes through for me.

Sportsterwood Mike Livorsi
Aurora, Illinois

We just included David Mann's famous Ghostrider *poster with the November issue of* Easyriders *(No. 365). For the others, you may wanna look on eBay.*

Greetings From Kosovo

Greetings from lovely Kosovo. I just want to say thanks for having such a great

magazine for those of us in uniform answering the call of duty. Your mag gives us a chance to remember what it's like to be a biker. I've been riding for 20 years, first dirt bikes, then on to the streets. I've always ridden with my father on his scoots, but last year I finally got my very own—a 2000 FLHTPI.

The support you show for our troops around the world by publishing our letters and photos boosts the morale of all our two-wheeled bros and sisters in uniform. I've been able to get a copy of *Easyriders* every place I've been in the world with the military—fortunately. I hope all the bikers in uniform are lucky enough to read about the rallies and shows that take us back to a more peaceful time.

Keep it on the black rock.

Whipper
Kosovo

Come home safe, Whipper.

Proud

Hopefully you'll include this photo in your next issue. The soldier on the left side is SPC Ginder, and the soldier on the right is Sgt. Frodge. We're proud to be serving the United States of America. We're at the 2nd Thai Ranger Battalion in Thailand and are sure missing our Harleys back in Hawaii.

Thanks you, *Easyriders*. We're grateful we brought our magazines with us!

Dedicated Bros
Cyberspace

Thanks

Wanted to let you know that *Easyriders* was with me at my reenlistment in July. My family sends *Easyriders* to my current duty station at the embassy in Cairo, Egypt. The mag is illegal for thousands of miles which reminds me why I'm here.

Live free or die. Thanks again for a wonderful magazine.

David E. Farnsworth
Cairo, Egypt

Response to "Not Cool"

This guy is an idiot (October issue). All the people I ride with move their feet back and forth between shifting and their highway pegs for comfort, not trying to be cool. Maybe people from where he is think he's a dork because of the glasses, helmet, clothes, etc. I mean come on now, who cares what the next guy looks like. We're all out there for the same reason. What does it matter to him?

I had to get that off my chest because I'm one of those so-called dorks who ride like that.

You guys keep up the good work.

Mike
Peoria, Illinois

Why Bother?

In reference to the call by Idaho's Governor for comprehensive research into causes of motorcycle crashes (Oct. issue), why bother? The main cause of motorcycle crashes is irresponsible automobile drivers! Examples: (1) a South Dakota congressman killed a motorcyclist by running a stop sign, and (2) recently in southwestern Ohio a teenager crossed the centerline and crashed head-on into a charity ride killing one and injuring several others.

In the past several years I have experienced an ever-increasing number of reckless drivers. Like most riders, I've had my share of near misses. A person can be killed by a gun, knife or automobile. The end result from each is the same. Yet the first two are considered murder, while the latter is considered involuntary manslaughter or just a simple misdemeanor.

Both the number of automobile and motorcycles on our roads continue to grow. But until the states begin to impose stricter laws against irresponsible automobile drivers, the carnage on motorcyclists will also continue to grow.

James R. Harris
Perrysburg, Ohio

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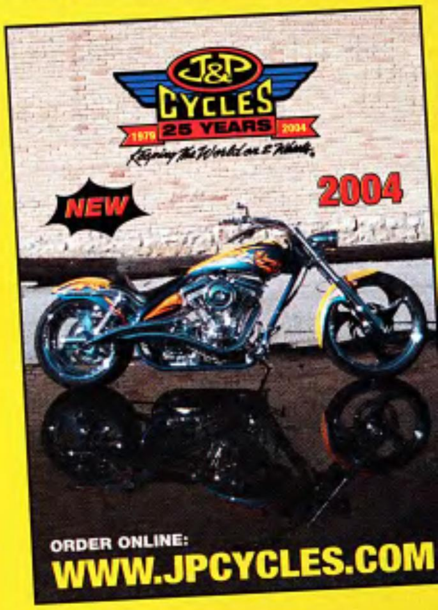

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WAR! David Sekman's Tempest Cycles clears the way for the remaining Horsemen of the Apocalypse

Two years ago Dave Sekman walked into Erick Ackley's Florida bike shop and by the time he rolled his new chopper out the door he'd come away with something more than just a motorcycle. "David's a pretty savvy guy," Erick says. "He came in loaded with ideas for bikes, a whole string of them actually, each one different and named for one of the Four Horsemen of the Apocalypse—war, famine, pestilence, and death. And I liked them all."

Apparently Erick hit it off pretty well with David himself, too, because by the time the sparks settled after the construction of David's bike, the guys had partnered up in a new venture, Tempest Cycles.

Right now, Eric tells us, they're putting the finishing touches to a couple of new, equally out-there designs, like a stainless steel hidden shock swingarm frame that uses the engine as a stressed member, for one. There's a whole line of "pretty tricky things" in the works, too, like forward controls, and license plate mounts, and other bits like the twist clutch used here, and probably the power-operated center stand.

"There's an awful lot of the same sort of thing out there," Erick says, talking about what he sees available in the aftermarket. "We plan on giving people their money's worth, and giving them something totally different."

Well, for "totally different" we needn't look any further than right here. This bike, War!, and everything going on with it takes some explanation.

The core idea that kicked things off, and resulted in this bike and its very special frame and suspension system, was to address the "stiction" problem, something all too common on radically raked bikes with extended forks. And at a 50-degree rake, with a 9-foot-4.5-inch wheelbase David's bike sure qualified as a potential problem child.

"Stiction," in case you're not familiar with the term, is made up from two words that combines sticking with friction. Simply put, a telescopic fork has stiction when it can't truly function as designed—like when it's mounted into a radically laid out neck and then extended in length. You know, standard chopper stuff.

With a fork approaching a more horizontal position than vertical the up-and-down sliding action becomes severely compromised, and the result is predictable enough—stiction, along with a rough, bumpy, barely controlled ride. The solution, while still keeping the long-bike look? Take a peek at what Erick has done here, it's an entirely different approach to chopper-frame construction. He's built a classic rigid-rear frame but combined it with a unique, to say the least, suspension system—complete with shock absorbers—up top, right at the neck.

In Erick's design the entire neck pivots. Its movement is controlled by horizontally mounted shock absorbers that run alongside the backbone and stay mostly concealed by the gas tank. You can catch a glimpse of those shocks at the front of the tank. Look right below their front mount and you'll find the pivot point for Erick's revolutionary frame. As you'd expect, the whole system, fabricated from 1 1⁄4-inch DOM

heavy-wall tubing—with its custom shocks—is patent pending.

"It actually rides pretty well," Erick says. "There's about 2 inches of suspension movement, and no stiction." Here's something else: The rake on this frame can be changed at will, completely altering the profile of the bike. By moving the rear of the shock absorbers between a series of mounting points set up on the backbone the neck can be pushed out or pulled in. Of course with a more upright position than the one chosen here the fork tubes would have to be changed, but that's no big deal when the payoff is a completely new motorcycle with a whole different look.

Surprisingly, even with the shocks mounted where they are there's still "about 4 1/2 gallons of tank capacity." You can thank the extra-long and neatly sculpted fuel tank for that, bodywork that Erick took care of, as well.

Speaking about that bodywork, Erick did all of it, including a special oil tank that's actually formed into the lower part of the rear fender. Follow the oil lines back and you'll see. While you have your eyes roaming around in that area, drop them down a little to the bottom of the bike. Notice anything? "That's a power-operated centerstand," we're told. Touch a button and the rear wheel is electro/hydraulically levered into the air.

This bike is loaded with all sorts of tricks like that, another being the twist-operated clutch on the custom handlebar. Take a good look at the front fender, too, that abbreviated little beauty with its leading-edge grille. It's all handmade, after lots of welding, grinding and fitting.

There's detail like that everywhere. The directional signals are molded right into the frame tubes, and that frame, besides its neck-suspension, has lots more going on appearance-wise. There's plenty of angularity, flat surfaces, rounded surfaces, and sculpturing worked into the engineering. Erick built it all, including the pipes hooked to that supercharged Merch engine sitting proud right in the middle of things.

Wrapping around each other as they do, "Those pipes were a real pain to make happen!" Erick stresses. We can only imagine. That blown and Mikuni-carbed Merch, by the way, is pumping out about 180 horsepower.

David and Erick have been working towards Tempest Cycles for about a year-and-a-half now. This bike is the first from the new company, but you can bet it won't be the last—and definitely not the last time riders will be left scratching their heads. Remember that plan to give folks bikes and bike parts that are "totally different?" The guys have a good start on all that right here.

—Joe Kress

Owner: ....David Sekman
City: ....Palm Bay, Florida

General

Design: Dave Sekman/Erick Ackley
Fabrication: ....Tempest Cycles
Year/make: ....2003 Chopper
Model: ....War!
Assembly: ....Tempest Cycles
Time: ....2 years
Chroming: ......Space Coast Plating

Engine

Year: 2001
Rebuilder: ....Merch
Displacement: ......120 cubic inches
Cam: ....Merch
Carb: ....Magnacharger w/45mm Mikuni,
Pipes: ....Tempest Cycles

Transmission

Year/make: 2003/Baker 6-speed
Shifting: ....foot, twist clutch

Painting

Molding: ....Erick Ackley
Painter: ....Erick Ackley
Color: ....candy apple red
Type: ....House of Kolor
Special paint: ....custom charcoal base

Frame

Year/make: ..2003/Tempest Cycles
Type: ....custom rigid w/neck suspension
Rake: ....50 degrees
Stretch: ....compared to what?
Shocks: ....Tempest Cycles custom

Accessories

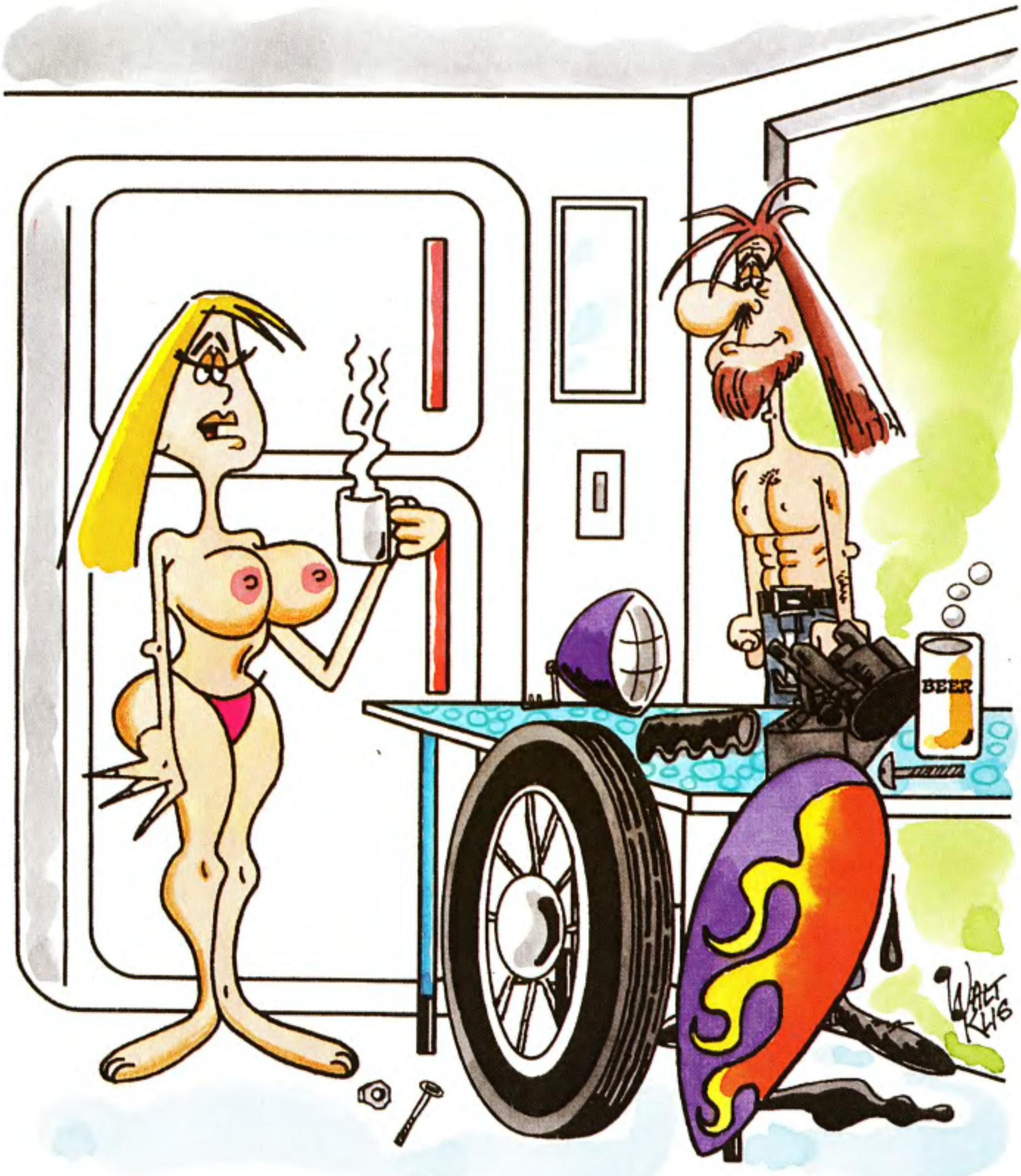
Handlebar: ....Tempest Cycles
Risers: ....Tempest Cycles
Handlebar controls: ....Tempest Cycles
Fenders: ....Tempest Cycles
Headlight: ....Headwinds
Taillight: ....Tempest Cycles
Pegs: ....Tempest Cycles
Foot controls: ....Tempest Cycles
Gas tank: ....Tempest Cycles
Oil tank: ....Tempest Cycles
Seat: ....Jeffrey Phipps
Mirrors: ....none
Grips: ....Tempest Cycles

Front end

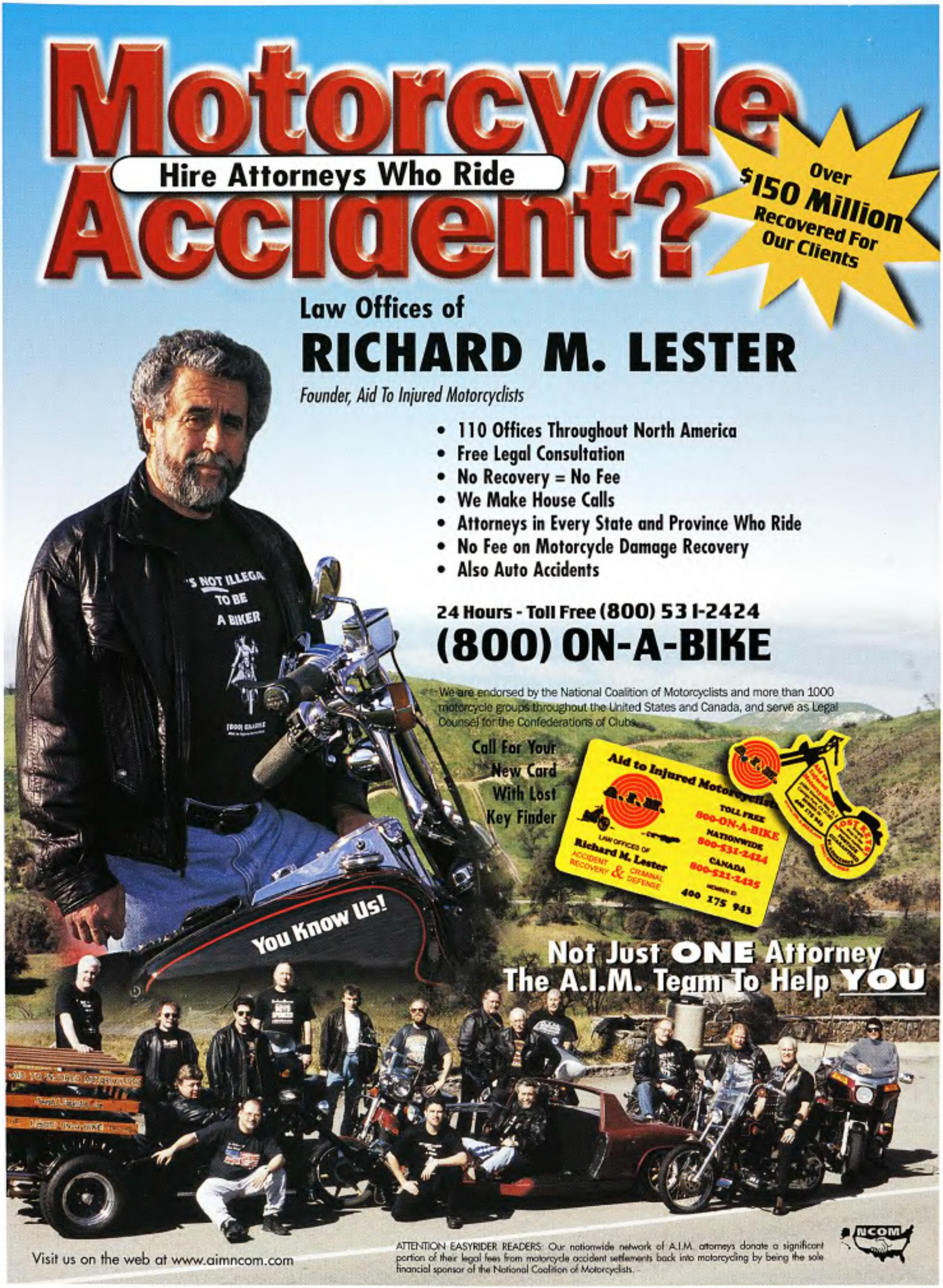
Type: ....wide, extended
Builder: ....Frank's/Tempest Cycles

Wheels

Make: ....RC Components
Size: ..21 x 2.25 front, 18 x 8.5 rear
Tires: ....Avon; 21 x 120 front, 18 x 250 rear
Brakes: ....Performance Machine
Photos: ....Michael Lichter



"Good morning, your breakfast's ready. It's on the table next to your carburetor."



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Grim Metal Worx's New Handlebars Are Designed To Bring Attitude To Any Custom Motorcycle

Grim Metal Worx recently introduced three original handlebar designs to mount on custom bikes in need of a serious attitude adjustment. These radical bars come in three different styles dubbed Stealth, Impaler, and Barely Legal. Available in your choice of polished stainless or chromed mild steel, each bar is Tig-welded in fixtures, then blended smooth for a seamless effect.

Prices for Grim Metal Worx' handlebars start at $149.95. For more info check them out at www.grimmetalworx.com or give them a call 801-434-GRIM.

Alloy Art's Smoothie Side-Mount License Plate And Taillight Bracket Is Now Here

Alloy Art recently unveiled their new Smoothie side-mount license plate and taillight bracket. This intricate part is CNC-machined out of billet aluminum and features an LED cateye-style brake light cluster, with a built-in, white LED license plate illuminator.

Alloy Art says their Smoothie side-mount license plate and taillight bracket was designed to fit Harley's V-Rod, Softail, Dyna, FXR, and Sportster models.

The Smoothie side-mount license plate and taillight bracket retails for $525.95 and is distributed by Drag Specialties.

Contact Alloy Art 626-963-5021 for more information or visit their Web site www.alloyart.com.

Billy Ray's New Tank Pouch Ends The Rider's Search For The Ultimate Stash

Two bikers who escaped the bustle of L.A. and relocated to quieter Northern California, have come up with the Tank Pouch, an ingenious accessory designed for riders with a lot of stuff to haul, but a shortage of pockets to stash it in.

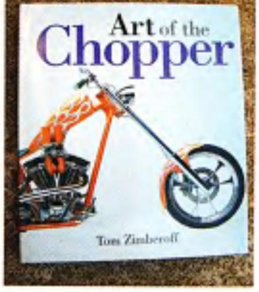
The designers feel they have developed a product that eliminates bumpy butt syndrome, crunched smokes, lost cell phones and scratched glasses.

Made of genuine pliable kid leather, the Tank Pouch has a soft and supple suede inner lining, with a chrome-plated concho that's riveted to a leather tassel. The Tank Pouch covers the rubber centerpiece on stock Harleys and many late-model metric bikes.

Priced at $49.95 and featuring superb craftsmanship, the Tank Pouch can be shipped within 48 hours. Call Billy Ray's at 800-803-3479 or log www.billyrays.com for more details.

Photographic Art For Panhead Lovers

Buck Lovell's latest artistic release is *Hot Rod Panhead* and is available as a 24-x-30-inch, metallic laser print. It is delivered museum-mounted, matted and framed in a strictly limited edition of 100 for $850 each. This image is also available as an 18-x-24-inch poster printed on 100-pound aqueous-coated, acid-free stock for $14.99 plus $3 shipping and handling. Posters are shipped in stout cardboard tubes. For all further info, contact Buck at Chrome Pony Marketing 909-283 3111.



Art Of The Chopper Chock Full Of Chopper Art

Another big coffee table book, *Art of the Chopper* is chock full of beautiful photography featuring some of the most kick-ass choppers in the land. It profiles 20 of today's most influential master builders, and shows the handiwork performed on some of their very best bikes. This book is for those who appreciate pure artistry in iron. Go to www.motorbooks.com or call 800-826-6600 to order your copy today.

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FRAMES: RIGID 545.12 up SOFTAIL® 662.32 up
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5-STUD BARE 33.26 COMPLETE 65.62
RISERS 24.44
T-BAGS 83.79 up
JIM'S BIG AXLE HYDRO-SOLID 49.84
STAINLESS OIL LINES 32.04 up
COMPLETE MOTORS 80" EVO 3484.00 96" S&S 3994.00 113" S&S 4794.00 124" S&S 5294.00
FXWG SPEEDO KIT 66.56 up
CHROME SHOCKS 68.54 up
MARKER LITES 29.84 up
SPEEDOMETERS 28.70 up
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YOST POWER TUBE 33.45 up
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1200cc EVO XL CYL. & PISTON KIT 268.84
M-6 CHAIN TENSIONER 63.64 up
HEADLIGHTS 26.94 up
HEAD CUP 8.94 ea.
EASY PULL CLUTCH KIT 9.57 up
HORN 12.84 up
ALTERNATOR ROTOR KIT 69.94 up
MAGNETIC OIL FILTERS 7.11 up
SPRINGER 698.50 up W/SHOCK 1076.53 up
CHROME TREES STEEL 146.03 up BILLET 198.84 up
EXHAUST POWER CONES 24.49
DUAL DISC CALIPERS 180.26 pr. up
TOMBSTONE TAIL LIGHT 21.94
STOCK TAIL LIGHT 20.79 up
CATEYE TAIL LIGHT REG. BULB 12.94 W/LED BULB 29.19
JIM'S ROLLER ROCKERS 307.35 up
OIL COOLERS 48.94 up
CLUTCH HUB PULLER 22.38 up
BRAKE PADS 4.60 pr. up
FLT-FXR STABILIZER BAR 24.34 up
FLT-FXR MOTOR MOUNT 19.54 up
BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS BLACK 99.78 CHROME 124.40
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
FRAME COVERS 27.54 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS W/HEEL STIRRUPS 48.84 up
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POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.93 up
FENDER STRUTS 43.59 pr. up
FAT BARS 68.54 up
T-BARS 49.94 up
MIRROR CLAMP 6.60 up
HEAD BOLT COVERS 12.06 up
AXLE PLATES 11.62 up
FORK TUBES 62.03 up
SPEEDOMETER DRIVE UNIT 19.54 up DRIVE COVER 6.20 up
SHIFTER BRACKET 19.54 up
EXHAUST SYSTEMS SAMPSON 202.45 up VANCE & HINES 259.84 up PYTHON III 289.84 up SUPER TRAPP 369.84 up WHITE BROS 389.84 up
REAR GUARDS BELT 18.60 up CHAIN 27.38 up
KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND KIT WITH MOUNT 26.75 up 38.16 up
THUNDER JET 44.84 up
MINI GAUGES 29.23 up
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RIVERA ENGINEERING'S PRO-STREET CUSTOM

Poised For Launch

You've seen lions and leopards hunkered down in the tall grass, their muscles quivering, poised to launch themselves at their unsuspecting prey. That same feeling of coiled strength emanates from Rivera Engineering's showcase custom seen here, built by Pro-Street Frameworks who at the same time launched their new Cobra Fat Back chassis for Rivera's new 2-inch belt and 250 wheel setup.

For 20 years, Pro-Street Frameworks, located in Henryetta, Oklahoma, has been designing and manufacturing some of the world's fastest drag bikes. For the past five years or so, they've focused their expertise on custom V-twin frames and components that go to the top custom motorcycle builders and dealers. Their 20,000-square-foot facility features full CNC capabilities from lathes and mills to tube benders. In other words, they had "what it takes" when Mel Magnet and John Ventriglia at Rivera Engineering/Primo were looking for something special on which to test their new Primo Fat Back 2-inch rear drive belt system.

Responsible for cooking up the new 2-inch belt system and merging it with an all-new frame from Pro-Street was Rivera's Ben Kudon who also performed his own real-world "quality control" program on the all new setup. "I came up with the system and contacted my friend Dan at Pro-Street Frameworks. I told him I wanted to build a frame for this 2-inch rear belt drive. He said something like, 'whadya, nuts!?' I met Dan and his crew at a bike show and instantly liked the guys. They're really down-to-earth folks with a great facility. They do a helluva beautiful frame with excellent welds and fit. We gave them all the parts and said we wanted to use their single-downtube Cobra chassis."

After the special frame and swingarm were completed, Pro-Street Frameworks called Ben back and asked what color he

had in mind. "Dan said they wanted a color called candy tangerine that with purple flames looked spectacular. Well, I said, it sounds gay, but go for it, try it out," laughs Ben. "And as you can see, it did come out spectacular."

Speaking of spectacular, that 124-inch motor is a polished S&S, the one everybody wants. Fortunately Rivera keeps a half-dozen in stock so no waiting in the long lines. It's a good thing, too, since Ben put the new frame and belt-drive system to some real world testing, as in propping the front wheel against a wall and melting off a few rear tires.

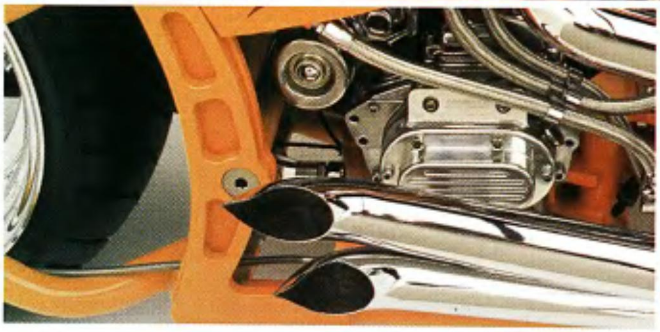
"One of the problems of being a manufacturer is getting good test data and feedback, so we decided to build a $50,000 custom test bike, and I've been riding it daily. There's a very good possibility that we're going to have to take it all apart and repaint it 'cause I melted the rear fender," Ben says.

Pro-Street also supplied a set of their wheels for the project while JIMS came up with the 6-speed close-ratio tranny. The rear belt drive utilizes a special transmission pulley with a special tooth profile specifically made to add extra strength to the belt. Says Ben, "I've been beating the snot out of this bike, and I haven't been able to break this new belt. While we haven't dyno'd it, I figure with the dual 45 Mikunis we're pushing out about 140 horsepower. I'm thinking that belt can hold up under 200 horsepower. Up until this point, the standard rear belt wasn't up to the power demands, and people didn't want to go to chain, so we came out with that bigger belt. Plus the thin chain doesn't look good with a 250 or 280 tire; you need something beefier, and that 2-inch belt looks like it belongs there."

You could easily say this is another milestone for Rivera Engineering. In addition to the all-new 2-inch rear belt drive, the bike also features the Primo Brute V 3.5-inch primary belt system and a pair of Rivera's Mikuni 45s with dual runner Siamese manifolds.

For more on this new quantum leap in belt drives, visit Rivera Engineering at www.riveraengineering.com, or call 562-907-2600. They're also currently working on a right-side drive version of the 2-inch belt system. Pro-Street Frameworks is already selling their new Cobra Fat Back frame for the 2-inch rear belt/250 rear tire combination. For more info about Pro-Street Frameworks call them at 918-652-9606 or log on to their site: www.pro-streetframeworks.com.

—Paul Garson



Owner: ....Rivera Engineering
City: ....Whittier, California

General

Designer: ..Pro-Street Frameworks
Fabrication:Pro-Street Frameworks
Year and make: ....2003 Pro-Street
Model: ....Cobra
Assembly: ....Pro-Street
Time:..............................one month
Chroming: ....n/a

Engine

Year:..2003
Model: ....Super Stock
Rebuilder: ....S&S Cycle
Ignition: ....Dyna
Displacement:......124 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads:.......................................S&S
Cam: ....S&S 0.640
Lifters: ....S&S
Carb(s): ....Rivera dual Mikunis
Air cleaner: ..Thunder Cycle Design
Pipes: ......SuperTrapp Crack Pipes
Mufflers: ....nope

Transmission

Year: ....2003 JIMS
Modifications: ...... mainshaft offset
Shifting: 6-speed

Painting

Painter: ....Ty Taylor's Custom
Color/type: ....candy tangerine/ House of Kolor
Special paint: ....yes

Frame

Year: 2003
Builder: ......Pro-Street Frameworks
Type: ....single-downtube ST
Rake: ....38 degrees
Stretch: ....2-inch backbone
Shocks: ....Works Performance
Modifications: ......widened 1/2-inch

Accessories

Bars: ....CCI drag bars
Risers:................Chronic Choppers
Handlebar controls: ....Jay Brake
Fenders: ....front Fat Katz
Headlight: ....5 3/4 billet
Taillight:................V-Twin/New York
Speedo: ....none
Dash: ....none
Front pegs: ....JayBrake
Rear pegs: ....none
Electrics:........................Kevin Ford
Gas tank: ....Fat Katz
Oil tank:....................................S&S
Oil system: ....S&S
Seat: ....Southeast Auto Trim
Grips: ....JayBrake

Forks

Type:...wide
Extension: ....2 inches under
Builder: ......Pro-Street Frameworks

Wheels

Front

Size: ....21 inches
Wheel: ....Pro-Street
Tire: ....Avon
Brake: ....JayBrake

Rear

Size: ....18 inches
Wheel: ....JayBrake
Tire: ....250 series Avon
Brake: ....JayBrake

Photographer: ....John Wycoff

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www.dkebay.com

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EZ

Happenings

ARIZONA
Bikers for Babies
Date: Feb. 28
Place: Phoenix
Info: www.bikersfor babies-phoenix.org

CALIFORNIA
Easyriders Bike Show
Date: Jan. 17
Place: Sacramento Convention Center
Info: 800-962-9857
www.easyridersevents.com

Long Beach Show/Swap
Date: Jan. 25
Place: Veterans Stadium
Info: 714-557-1846
www.toppingevents.com

Long Beach Show/Swap
Date: Feb. 22
Place: Veterans Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
M/C Show and Swap
Date: Jan. 31-Feb. 1
Place: Denver
Info: 303-838-4504; 719-269-1721

Roamer's Ice Races
Date: Feb. 8
Place: Woodland Park, Rainbow Falls Park
Info: www.harrys-roamers-mc.org

Roamer's Ice Races
Date: Feb. 15
Place: Woodland Park, Rainbow Falls Park
Info: www.harrys-roamers-mc.org

Spring Super Show/Swap
Date: Feb. 14-15
Place: Southern Colorado Expo, Colorado Springs
Info: 719-487-8005
www.propromotions.com

Tattoo Competition
Date: Feb. 15
Place: Colorado Springs
Info: 719-487-8005
www.propromotions.com

FLORIDA
Fort Lauderdale Bike Show
Date: Feb. 7-8
Place: Convention Center
Info: 754-246-5133
www.ftlauderdale bikeshow.com

Winter Show and Swap
Date: Feb. 14-15
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Daytona Bike Week
Date: Feb. 27-Mar. 7
Place: Daytona
www.daytonachamber.com

"Oh, Meataxe.... That is sooo sweet!"

Orlando Bike Week
Date: Feb. 27-Mar. 7
Place: Orlando H-D
Info: 877-740-3770;
www.orlandoharley.com

GEORGIA
ABATE of Georgia Ride For Freedom
Date: Jan.27
Place: Lakewood Fairgrounds to Capitol
ABATE 404-294-8900

Great American Motorcycle Show
Date: Feb. 6-8
Place: North Atlanta Trade Center, Norcross
Info: 770-279-9899
www.northatlantatrade center.com

ABATE of Georgia Swap Meet & Bike Show
Date: Feb. 22
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Run To The Sun
Date: Feb. 27-28
Place: ABATE of Georgia
Info: 404-294-8900

ABATE of Georgia Annual Bike Week Rendezvous
Date: Mar. 4
Place: Metz #1 Lounge South Daytona Beach
Info: 404-294-8900

ILLINOIS
Motorcycle Parts Extravaganza
Date: Feb. 1
Place:Will County Fairgrounds, Peotone
Info: 217-864-9540
www.bg-promotions.com

Cycle World Motorcycle Show
Date: Feb. 6-8
Place: Convention Center, Chicago
Info: 800-331-5706
motorcycleshows.com

Annual Supercycle Show and Parts Expo
Date: Feb. 22
Place: McCormick Place North, Chicago
Info: 262-835-9509

INDIANA
Motorcycle Expo
Date: Feb. 26-29
Place: Indiana State Fairgrounds, Indianapolis
Info: 317-546-4344
www.indianamotorcycle-expo.com

Motorcycle Swap Meet
Date: Mar. 14
Place: Century Center, South Bend
Info: 269-998-7658

IOWA
Midwest Motorcycle Show and Swap Meet
Date: Jan. 24-25
Place: Sioux City Convention Center
Info: 712-262-8910
www.chromehorse promotions.com

Capitol City Motorcycle Show and Swap Meet
Date: Jan. 24-25
Place: Des Moines Fairgrounds
Info: 712-262-8910
www.chromehorse promotions.com

Rod & Custom Show
Date: Feb. 28-29
Place: Monticello Berndes Center
Info: 319-465-5119; 319-465-5380

KENTUCKY
Easyriders Bike Show
Date: Feb. 7
Place: Louisville
Info: 800-962-9857
www.easyridersevents.com

LOUISIANA
Louisiana Purchase Motorcycle Rally
Date: Mar. 11-14
Place: New Iberia
Info: 337-364-0461
www.laprally.com

MARYLAND
Mid-Atlantic M/C Show
Date: Feb. 13-15
Place: Timonium
Info: 410-561-7323

Sweetheart Dance
Date: Feb. 21
Place: Frederick County
Info: www.abate-of-mary-land-frederick.org

MASSACHUSETTS
BikeXpo
Date: Jan.24-25
Place: WTC Boston
Info: 877-245-3976
www.nemotorcycle expo.com

New England MC Extravaganza
Date: Feb. 7-8
Place: Boston
Info: 386-252-3101
www.cycleprousa.com

MICHIGAN
Motorcycle Swap Meet.
Date: Feb. 1
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 8
Place: Lenawee County Fairgrounds, Adrian
Info: 517-547-6077

Cycle World M/C Show
Date: Feb. 20-22
Place: Cobo Convention Center, Detroit
Info: 800-331-5706
motorcycleshows.com

NEW HAMPSHIRE
Northeast Motorcycle Exposition
Date: Feb. 7-8
Place: Rockingham Park, Salem
Info: 877-245-3976
www.nemotorcycle expo.com

NEW JERSEY
New Jersey MC Spectacular
Date: Jan.17-18
Place: Somerset
Info: 386-252-3101
www.cycleprousa.com

Northeast MC Expo
Date: Jan.31-Feb. 1
Place: Somerset
Info: 877-245-3976
www.nemotorcycle expo.com

NEW YORK
Skin & Steel
Date: Jan. 24
Place: Riverside Convention Center, Rochester
Info: 585-234-0895
www.skinandsteel.com

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 24
Place: Charlotte Convention Center
Info: 800-962-9857
www.easyridersevents.com

Fear Of February
Date: Feb. 14
Place: High Point
Info: 336-885-5400

NORTH DAKOTA
ABATE of ND State Convention
Date: Mar. 12-13
Place: Mandan
Info: 701-223-5609
abatend.com

OHIO
Easyriders Bike Show Invitational
Date: Feb. 13-15
Place: Vet's Memorial, Columbus
Info: 800-962-9857
www.easyridersevents.com

PENNSYLVANIA
Northeast Motorcycle Expoposition
Date: Jan.17-18
Place: Pennsylvania Exposition Center, Allentown
Info: 877-245-3976
www.nemotorcycle expo.com

OREGON
Easyriders Bike Show
NEW VENUE
Date: Jan. 10
Place: Oregon Convetion Center, Portland
Info: 800-962-9857;
www.easyridersevents.com

SOUTH CAROLINA
Charleston Motorcycle Week
Date: Apr. 14-18
Place: Charleston
Info: www.charleston motorcycleweek.com

TENNESSEE
Easyriders Bike Show
Date: Jan. 31
Place: Memphis Cook Convention Center
Info: 800-962-9857
www.easyridersevents.com

TEXAS
Easyriders Bike Show
Date: Mar. 20
Place: Dallas Fairpark
Info: 800-962-9857
www.easyridersevents.com

VIRGINIA
Mid-Atlantic Motorsports Expo
Date: Jan.24-25
Place: Motorsports Expo, Richmond
Info: 386-252-3101;
www.cycleprousa.com

Cycle Expo
Date: Mar. 19-21
Place: Richmond
Info: 804-741-8677
www.excalevents.com

WASHINGTON
GWRRA Casino Night
Date: Jan.31
Place: Tacoma
Info: 360-438-9765;
360-943-5904

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Hall of Fame

Colorado's Deb Craig

Photo: Mike Williams

It is said that dynamite comes in small packages, and that is a fitting description of Deb Craig, shown here (on the right) with friends preparing to push start an unidentified "scumbag" biker. For the past decade or so, she has been one of the driving forces in maintaining, and securing the freedoms of bikers in Colorado and indeed across the nation. Deb is small and petite, but don't let that fool you. Underneath that tiny exterior lies a freedom fighter that doesn't know the word quit! Shortly after serving her country honorably in the Gulf War, she returned to Colorado to continue her fight for freedom with ABATE of Colorado.

As the state legislative affairs specialist, Deb was the primary lobbyist to push through legislation in Colorado that made it an unfair business practice for health care providers to deny coverage or benefits to people because they ride motorcycles, snowmobiles, or ATVs. This was groundbreaking legislation that only two other states have accomplished since, which provides protection that is being fought for again right now on the national level.

Deb then stepped into a role that few women have dared to try, becoming the state coordinator of ABATE of Colorado for the past four and a half years. Through her leadership she has maintained Colorado's line in the sand on helmet issues, and tirelessly coaxed the entire organization into the computer age.

Deb has led several delegations to Washington, D.C., to help the MRF fight for our freedoms on a national level, and has cultivated leadership within the organization by hosting, or sending delegations to seminars like the Meeting of the Minds, and the Best of the West every year.

Deb's nursing and paralegal background have served ABATE of Colorado well in dealing with legislation, and her downright tenacity makes her a force in any situation. If you run into Deb, you might say thanks. She definitely deserves it.

—"Maggot" Mike Williams, ABATE of CO

Insurance

Progressive Insurance Premiums

Recently, in the September issue of *Motorcycle Consumer News* (*MCN*), was a letter from a motorcyclist who wasn't happy with Progressive Insurance. In part, here's what his letter described:

"I was astounded when I received my 2003 insurance renewal from Progressive. My new rate was more than double what I paid last year even though there were no changes to the policy. My agent said the rate had increased due to Progressive's new pricing structure in Connecticut and possibly elsewhere. I told him I was outraged at such a steep increase, especially for someone who has been insured with Progressive for 12 years without a single claim. After some shopping around, my agent signed me up with Aegis and my rate returned to an acceptable amount.

Progressive is one of the most high profile insurance companies when it comes to soliciting business from the motorcycling community, but I hope that they can turn some of their energy into something more tangible for their (previously) loyal customers."

Folks, I guess the bottom line here is "buyer beware." Thanks to *MCN*'s Fred Rau, for bringing this to our attention. *—Twiggy*

Legalese

SD Congressman Janklow To Face 2nd-Degree Manslaughter Charge

The MRF has learned that the Moody County, South Dakota, State's Attorney has charged U.S. Representative William Janklow with second-degree manslaughter and three misdemeanor charges in connection with his automobile accident on August 16 that resulted in the tragic death of Minnesota motorcyclist Randy Scott. The felony manslaughter charge carries a maximum penalty of up to 10 years in prison and a $10,000 fine.

According to KELOLAND TV News in Sioux Falls, South Dakota, Congressman Janklow has also been "charged with failure to stop, going 71 mph in a 55 mph zone and reckless driving. The first two violations carry a maximum penalty of 30 days in jail and a $200 fine. The top penalty for reckless driving is a year in jail and a $1,000 fine."

Darrel Killion, state coordinator for ABATE of South Dakota, states, "The announcement by the Moody County State's Attorney charging Rep. Bill Janklow is clearly a step in the right direction not only for motorcycle riders, but for any citizen that is hurt or killed as a result of another driver's negligence."

Killion continues, "ABATE of South Dakota and its members firmly believed that South Dakota authorities would proceed in accordance with the laws of this state with a result that would serve justice for all parties concerned. ABATE of South Dakota applauds State's Attorney Bill Ellingson and the South Dakota Highway Patrol for their thorough and careful investigation." *—MRF*

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1999	24	25	26	27	28	29
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Coast to Coast
Biker News

U.N. TO REGULATE HELMET USAGE?: In documents submitted to the United Nations during a recent road safety meeting in Geneva, Switzerland, the NHTSA is calling upon the international body to "study" the effectiveness of helmet usage in motorcycle accidents.

In spite of, or perhaps because of, Congressional limitations placed on NHTSA's lobbying efforts in support of mandatory helmet laws, NHTSA administrator Dr. Jeffrey Runge and associate administrator Rose McMurray presented their request for a "motorcycle safety" survey of Member Nations during the U.N.'s Inland Transport Committee: Working Party on Road Traffic Safety Working Party 1 (WP.1) meeting held September 22-25, 2003.

The questionnaire would require nations to determine fatality and injury rates among riders involved in accidents who were not wearing helmets, and to specify what laws and penalties each country has governing helmet use.

If the committee accepts the NHTSA proposal, it will recommend action to be taken by a larger committee, Working Party 29 (WP.29), which is the committee established by an international agreement signed by U.N. Member Nations to develop universal vehicle standards under global harmonization. Then, if that U.N. Working Group approves, it can pass a resolution calling upon Member Nations to adopt their proposition. Although not binding, the United States would then come under considerable global and federal pressure to enact a nationwide helmet law. In other words, having lost the helmet law battle locally, NHTSA is now thinking globally in an effort to push for worldwide helmet mandates, under the guise of global harmonization, and ignoring federal restrictions in the process.

Concerned motorcyclists should contact their Senators and Congressmen to pull the reigns in on NHTSA before it's too late. If you don't know who your federal representatives are, you can locate them on their Web site at www.senate.gov or www.house.gov, or by calling the congressional switchboard at 202-224-3121.

BAMBIS ON BIKES: The increase in motorcycle fatalities is apparently not just a U.S. phenomenon, as reports of increased motorcycle use and resulting fatal accidents is coming in from other parts of the world as well.

"Scottish 'Bambis' (Born Again Middle-Aged Bikers), like their counterparts throughout the world, are said to be indulging in fantasies fueled by a high disposable income and the encroachment of old age," states an article in a British tabloid. "Psychologists have indicated previously that middle-aged men have a tendency to hearken back to their youth and that having a motorcycle is seen as a way of changing their image and attracting women."

Two-wheeled Viagra? Perhaps mid-life crisis could explain the increase in age of the average rider from their mid-20s to mid-40s over the past couple of decades, and the record numbers of motorcycles on the road as the Baby Boomer generation matures.

The paper points out that motorcycle sales in Britain have risen to nearly 200,000, up from just 41,000 less than a decade ago, and like here in the U.S. the number of fatal accidents involving riders over the age of 46 has increased at a time when other categories of road users are becoming statistically safer.

SEGWAY SCOOTERS RECALLED: You remember the Segway, the mini-motorized two-wheeled scooter that was supposed to revolutionize the way us humans travel? Well, the gyroscopically controlled Segway Human Transporter has been recalled because riders have been injured falling off when its batteries run low. Just ask President Bush, who fell off one he was trying out at the White House. Of course, it helps to turn it on.

MOTORCYCLE TRIVIA: The Beatles got their name from a line in the 1954 movie *The Wild One*. Lee Marvin's character said the motorcycle gang wanted Marlon Brando's character back, even the beetles (he was referring to the women in the gang). They changed the "ee" to "ea" so it was like the musical term "beat."

In the following excerpt from a 1975 radio interview with *Earth News*, George Harrison agrees with this version of their name origin;

"John used to say in his American accent 'Where are we goin' fellas?' and we'd say 'To the top Johnny!' And we used to do that as a laugh, but that was actually the Johnny, I suppose, from *The Wild One*. Because, when Lee Marvin drives up with his motorcycle gang, and if my ears weren't tricking me, I could've sworn when Marlon Brando is talking to Lee Marvin, Lee Marvin's saying to him 'Look Johnny, I think such-and-such, the Beetles think that you're such-and-such...' as if his motorcycle gang was called the Beetles."

Of course it should be noted that the movie *The Wild One* was banned in England in the 1960s when the Fab Four named their band.

WEIRD NEWS: A naked motorcyclist wearing just a scarf, sunglasses and a pair of sandals crashed his bike after he was stung on the inner thigh by a bee.

The 36-year-old, who had been riding to the swimming area at a German nudist colony, lost control of the bike as he swatted the insect away.

He fell on to the road, but escaped with just a shoulder injury and minor cuts and bruises. Police said they are considering pressing charges after the incident, as the man was not wearing a crash helmet.

QUOTABLE QUOTE: "You don't get to choose how you're going to die. Or when. You can only decide how you're going to live. Now."

—Joan Baez, singer, songwriter, political activist

—Bill Bish, NCOM

Every Vote Counts

You Voted For Us

At the recent NCOM convention held in Milwaukee, Wisconsin, "Sputnik" got up and said, "The days of trying to elect biker-friendly politicians is over. We must start electing bikers." With that said, here's a story to emphasize why that's true.

While walking down the street one day a female head of state is tragically hit by a truck and dies. Her soul arrives in Heaven and is met by St. Peter at the entrance. "Welcome to Heaven," St. Peter say. "Before you settle in, it seems there's a little problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you."

"No problem, just let me in," says the lady.

"Well, I'd like to but I have orders from higher up," St. Peter says. "What we'll do is have you spend one day in Hell and one day in Heaven. Then you can choose where to spend eternity."

"Really, I've made up my mind. I want to be in Heaven," says the head of state.

"I'm sorry but we have our rules." And with that, St. Peter escorts her to the elevator and she goes down to Hell.

The doors open and she finds herself in the middle of a green golf course. In the distance is a club and standing in front of it are all her friends and other politicians who had worked with her, everyone is very happy and in evening dress. They run to greet her, and reminisce about the good times they had while getting rich at the expense of the people. They played a friendly game of golf and then dined on lobster and caviar. Also present is the Devil, who really is a very friendly guy and has a good time dancing and telling jokes. They are having such a good time that, before she realizes, it's time to go.

Everyone gives her a hug and waves while the elevator rises. The elevator goes up, up, up and the door reopens in Heaven where St. Peter is waiting for her.

"Now it's time to visit Heaven."

Twenty-four hours pass with the head of state joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and once again, before she realizes, 24 hours have gone by and St. Peter returns.

"Well then, you've spent a day in Hell and another in Heaven," St. Peter says. "Now choose your eternity."

"St. Peter, I never thought I would have ever said this, I mean Heaven has been delightful, but I think I would be better off in Hell." With that said, St. Peter escorts her back to the elevator and she goes down, down, down to Hell.

The doors of the elevator open and she is in the middle of a barren land covered with waste and garbage. She sees all her friends, dressed in rags, picking up trash and putting it in black bags. The Devil comes over to her and lays his arm on her neck.

Continued Next Page

"I think you'd have made a better first impression on my mom if you hadn't gone on and on about your pierced clit."

You Voted For Us CONTINUED

"I don't understand," stammers the head of state. "Yesterday I was here and there was a golf course and club and we ate lobster and caviar and danced and had a great time. Now there's only a wasteland full of garbage and my friends look miserable."

The Devil looks at her, smiles and says, "Yesterday we were campaigning. Today you voted for us!"

—Rich Bright, legislative director, ABATE of Washington

New York State of Mind

NY Update

For the past five years ABATE of New York, and the AMA, have been lobbying together for motorcyclist's rights at the State Capitol in Albany.

In 2001, the lobbying team of Bob "Prospector" Boellner (ABATE of NY) and Larry Schwartz (AMA), were successful in moving an unprecedented four motorcycle-related bills through the legislature and to Gov. George Pataki's desk for signature.

Two of these bills, requiring an investigation into causes of motorcycle accidents, with one requiring at least one hour of motorcycle awareness training in "all automobile driving courses," were signed into law. The other two bills relating to toll rates for motorcycles were vetoed for jurisdictional reasons, but with Pataki's recommendation that they be instituted administratively, rather than legislatively. The momentum continued in 2002, when a bill was signed into law that will prevent any road that uses state funds from banning motorcycles.

At the end of the 2003 legislative session, both Boellner and Schwartz were once again successful in not only getting a bill through both New York's legislative house that would include motorcycles under the state's "lemon law," but also in moving two other bills, the yield-right-of-way bill, and a bill that would allow handlebars to be at shoulder height.

Despite the best efforts of these lobbyists and their continued success with other issues, the helmet amendment bill remains stalled in the Assembly. However, ABATE of NY vows to continue to work for passage of the helmet bill. *—Twiggy*

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9159 White Sizes XXX
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B. DOUBLE POCKET TWILL SHIRT
This shirt is made to wear any day with 100% cotton construction, double button front pockets and all woodtone buttons to add even more style. Khaki color. 7468 Sizes MD, LG, XL, XX, XXX
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C. FLAP POCKET TWILL SHIRT
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D. BAND COLLAR TWILL SHIRTS
These band collar shirts are made from some of the softest 100% cotton you'll ever put next to your skin. Available in a choice of two colors.
7465 Green (with a touch of denim)
7466 Khaki
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E. PLAID WOOL JACKET/SHIRT
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4252 Grey/Black/Red - Sizes MD, LG, XL, XX
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G.
H.
I.
J.

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BIGGER AND BETTER

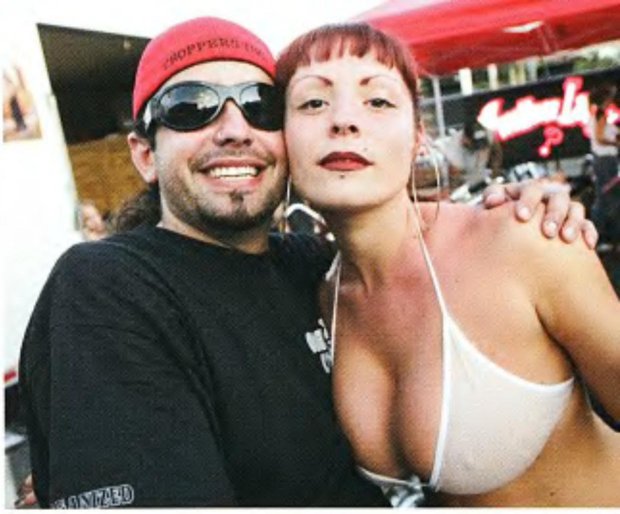
BIKETOBERFEST

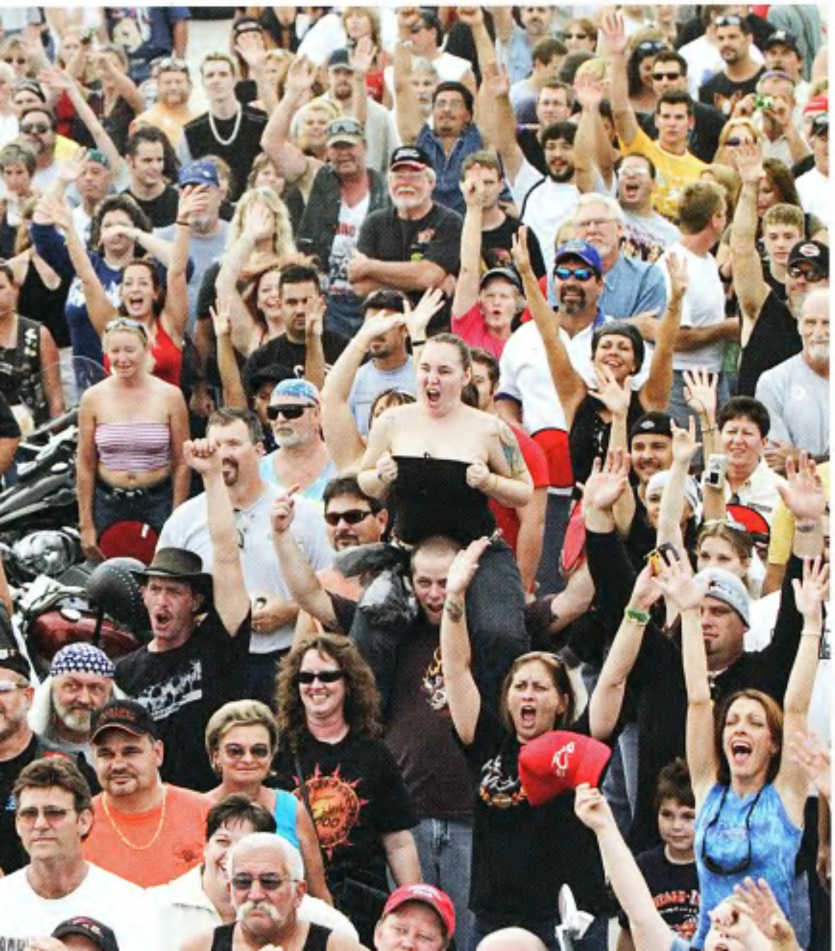
The happy little party known as Biketoberfest that takes over Daytona Beach, every October has grown into a full-fledged monster mash rivaling its big brother Bike Week in March. Though the city kept the shenanigans down to just four days, October 16th through the 19th, this biker bash offers all the fun of Bike Week but with fewer mobs to steer around.

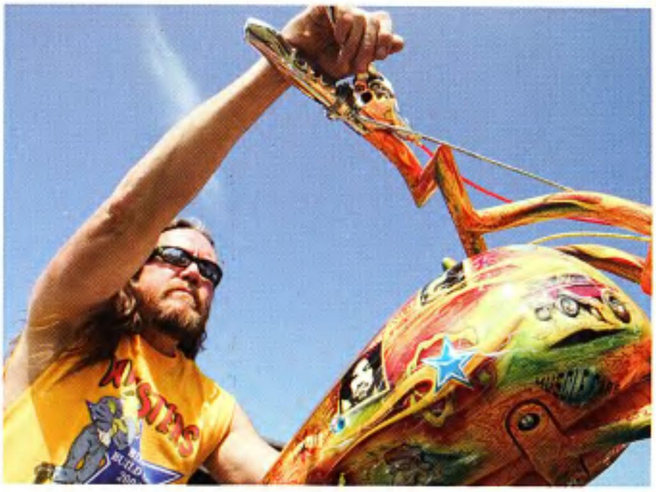
With an estimated 150,000 bikers riding in this year, Biketoberfest has become another big profit center for Daytona; the city, of course, put out a hell of a spread. Two-wheeled enthusiasts enjoyed rock concerts, grub, suds, races, and a mess o' wild women who peeled out of their duds in the October sun. What more do ya want?

Biketoberfest came about 11 years ago around the annual AMA Fall Races. The Daytona Beach Area Convention and Visitor's Bureau created what was then known as the "Daytona Fall Tour."

LLO SUNGUARD

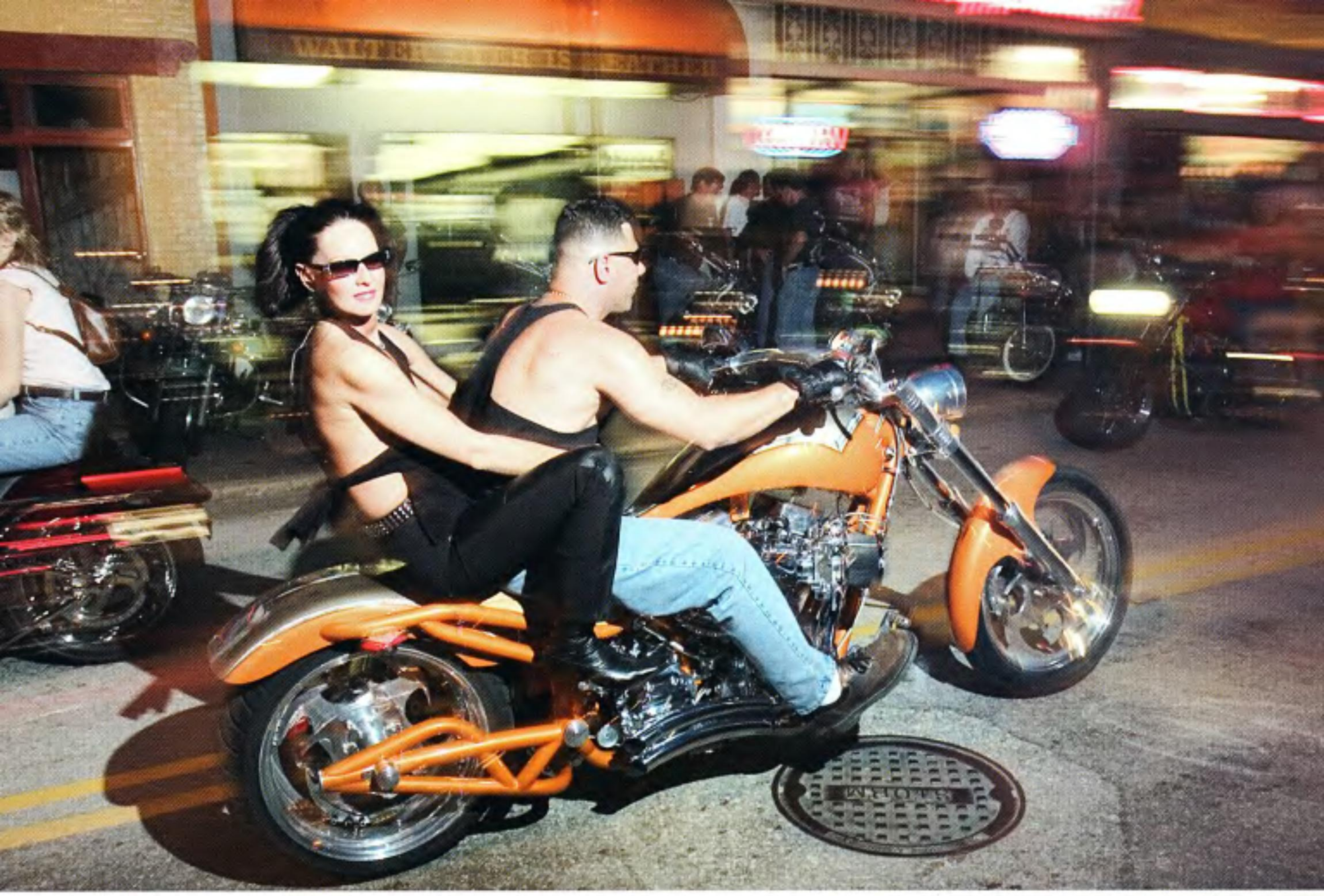






In '93 the event became known as Biketoberfest (a registered trademark of the DBACVB). Billed as a "fun-filled family event," there's still plenty of racing, concerts and traditional biker shenanigans to be had.

Main Street was a nonstop party as always and Beach Street was where you'd go to check out all the master bike builders, aftermarket and motorcycle companies. Charlie Stiles had an incredible "where's the downtube?" chopper on display at Bert Baker's booth. Look for a bike feature right here in a few months.

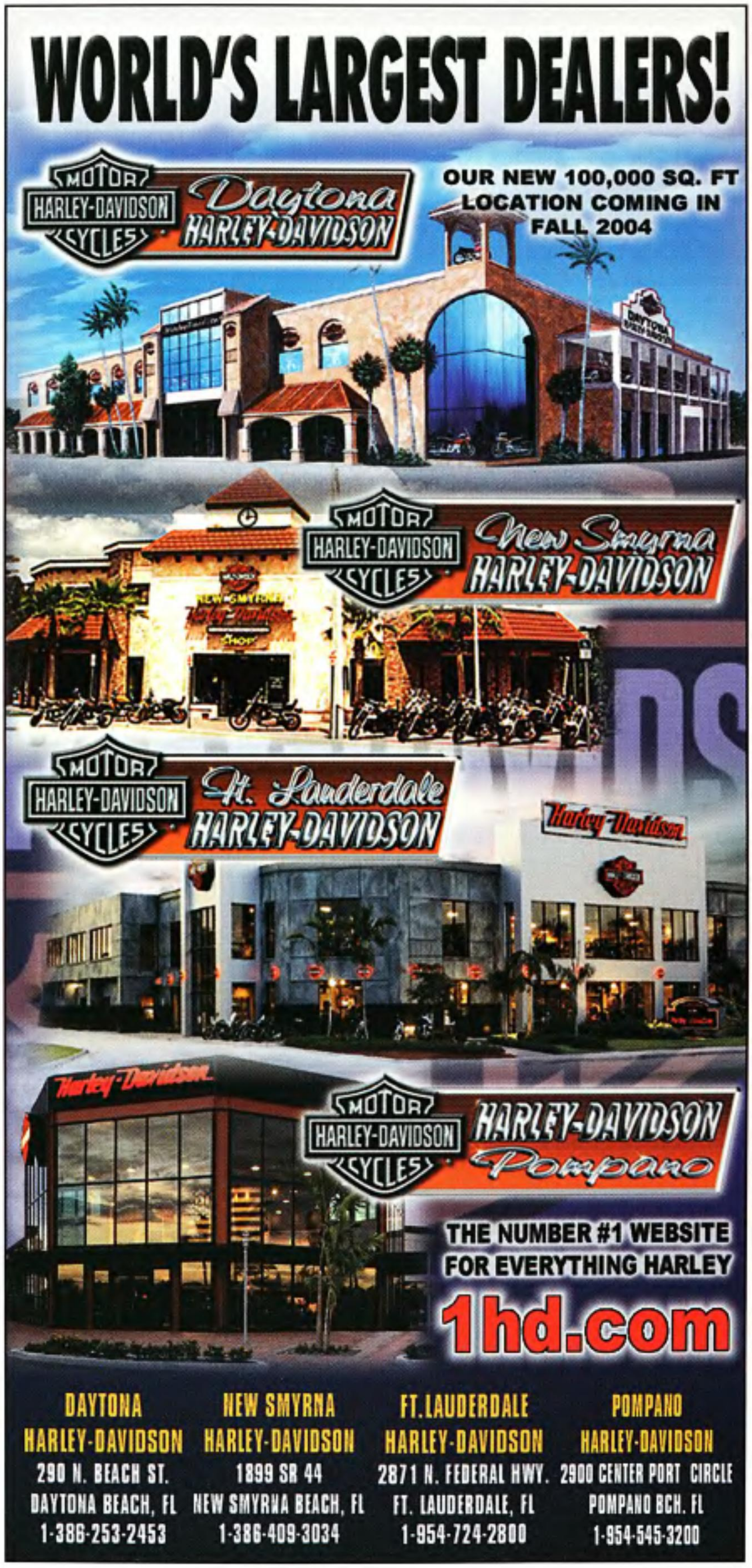


Bruce Rossmeyer's Daytona Harley-Davidson did big business as did Carl Morrow's Speed Shop.

Across from the famed watering hole, The Wreck, Billy Lane and the boys and girls from Choppers Inc. held court and partied 'til it hurt pretty good. Builders such as Indian Larry and Kim Suter were beguiling visitors right next to the non-stop circus that Orange County Choppers provides. Many thousands of *American Chopper* fans waited patiently for an audience with the Pauls (Jr. and Sr.) and the hope of getting an autographed T-shirt. Randy Simpson of Milwaukee Iron had a Discovery Channel television crew following him around as we shot his new violet chopper (see the show this month on the Discovery Channel).

Bill Chaffin and Dino Paspalakis put on a great bike show over on the boardwalk and the Rat's Hole Custom Bike Show was back over in the parking lot behind Mike Corbin's.

THE LAST RESORT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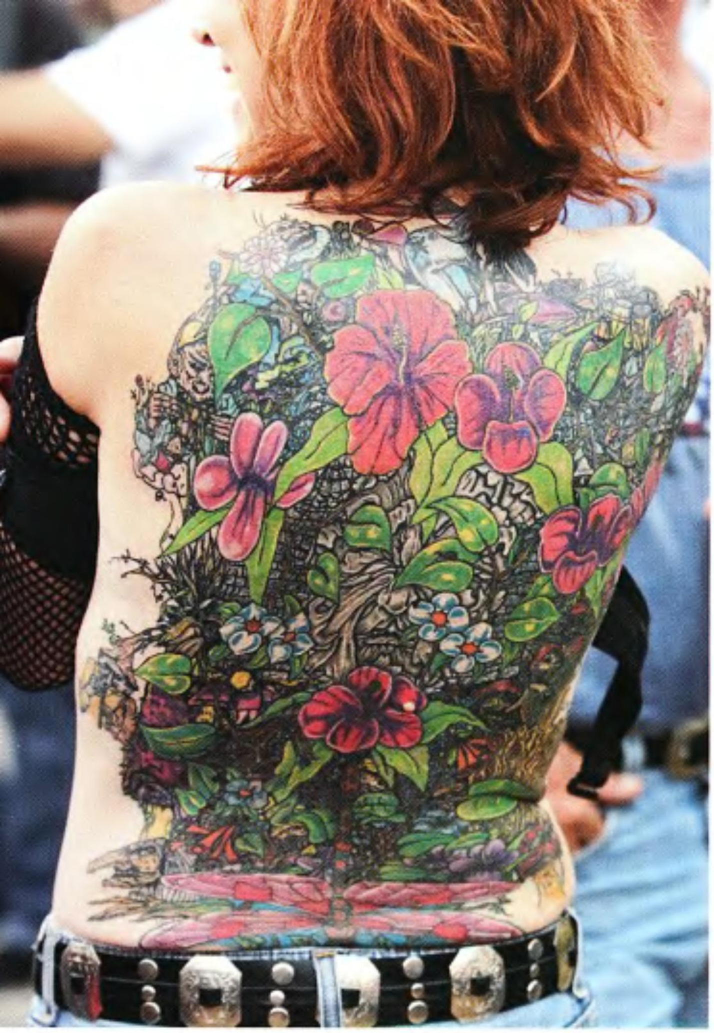

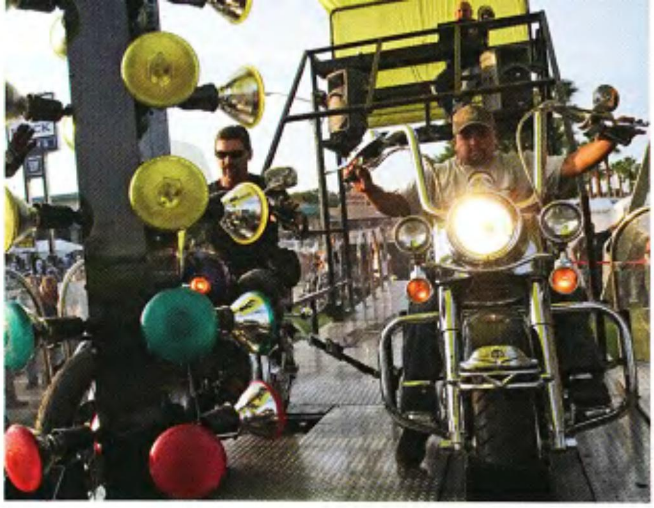

Photos: Michael Lichter

The highlight for many Biketoberfest goers was the four incredible days of racing action at the Speedway as the Fall Cycle Scene Championship Cup Series, Race Champions and PACE/Formula USA championship tore up the track. Good times and perfect weather in the low 80s made this rally a downright delight.

Biketoberfest offers good attitudes, great riding, the latest geegaws and the ultimate farewell to the sun before Old Man Winter shows his mangy head. Special thanks to our photographer Michael Lichter for bottling a few of those warm rays to share with you. —*Phantom Dave*

DAYTONA
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XTREME MACHINE'S CHOPPER

Wheeling It In

Building a bike to show off a company's products has become pretty much the norm for any major company involved in the custom motorcycle aftermarket these days. Whether you're talking about a manufacturer of handlebars and forward controls or of something as heavy and integral as a motor, company-built custom bikes are permeating the landscape.

Small wonder then that a Midwest company known primarily for making outstanding wheels has jumped into the arena. What better way to demonstrate the results of your fertile imagination and know-how than in a framework that not only complements your achievements, but gives them purpose.

Xtreme Machine, based in Jacksonville, Illinois, has been making wheels for the past three years, but that doesn't mean they're the new kids on the billet block. Jacksonville Machine, the parent company whence Xtreme sprang, has been machining things in the Jacksonville area since 1919, so you could say they know a thing or two about carving a block of metal into a piece of art.

Based on this pedigree, it was obvious that the bike to be built around those wheels couldn't be second-class, either. Jeff Rodems, the owner of this sled and—coincidentally—the vice president at Xtreme Machine, did most of the assembly, ably assisted by the rest of the Xtreme gang. It took him about a year to finish the ride, but that's only because he had a slight mishap while four-wheeling one day, thanks to which he now wears a steel rod as his femur. "I shattered the bone," he says, "and that set me back quite a bit."

But enough about the human anatomy, the bike's is much more interesting. Aside from the company's own Eagle 7 wheels, other proprietary parts to be admired on the Diamond-"chassied," Baker right-side-driven, 120-inch Merch-powered paragon of elegance, are the 5-degree trees on the company-built front end, along with the grips, the oil tank (Jeff thanks Al Blake for fabbing them), belt pulleys (yes, Jeff traded the chain that can be seen here in for a belt), brake rotors, and the wheel sprocket.

Ernie Ball from nearby Springfield, whom Jeff calls an "old-school painter," did all the molding, painting, and the graphics, while the guys at Fat Katz made the fenders and gas tank. But just because Jeff had a lot of help from some very talented friends and a successful company to back his efforts, don't think he had it much easier than some other custom biker builder wrenching in his garage.

"A lot of the stuff we had to wait on for a long time, and even then, some things didn't fit and we had to return them," he says. "There was a lot of trial and error involved and many long hours."

But aside from now owning a very cool ride, Jeff is also ready for any future custom bikes he may build, thanks to his experience with this one. Experience may also have taught him that two wheels are often better than four. *—Red Baron*

Owner: ....Jeff Rodems
City: ....Jacksonville, Illinois

General

Fabrication: ....Xtreme Machine
Year and make: ....2002 H-D
Model: ....Chopper
Assembly: ....Xtreme Machine
Time: ....1 year
Chroming:..................AIH & Gene's

Engine

Year and model: ....2001 Merch
Rebuilder: ....Merch
Ignition: ....Merch
Displacement:......120 cubic inches
Lower end:...........................Merch
Balancing: ....Merch
Pistons: ....Merch
Cases: ....Merch
Heads: ....Merch
Cam: ....Merch
Lifters: ....Merch
Carb(s):......................Mikuni 45mm
Air cleaner: ....K&N
Pipes: ....West Coast Choppers
Mufflers: ....Hell Bent

Transmission

Year:...2001
Modifications:........................Baker
Shifting: ....BSD 5-speed
Engine sprocket:......................BDL
Trans sprocket:......................Baker
Wheel sprocket:....Xtreme Machine

Paint

Molding: ....Ernie Ball
Painter: ....Ernie Ball
Color: ....candy apple red
Type: ....House of Kolors

Frame

Year:...2001
Builder: ....Diamond Chassis
Type: ....ST
Rake: ....40 degrees
Stretch:.........................4 out, 8 up
Shocks:......Legend Air Suspension

Accessories

Risers: ....Deuce
Handlebar controls:................Excel
Fender(s): ....Fat Katz
Headlight:.....................Headwinds
Taillight:...................................PYO
Speedo: ....custom minigauge
Front Pegs:..............Chrome Horse
Rear Pegs: ....none
Electrics: ....Xtreme Machine
Gas tank: ....Fat Katz
Oil tank: ....Xtreme Machine
Oil system:...........................Merch
Primary cover:..........................BDL
Seat: ....High End
Mirrors: ....PYO
Grips: ....Xtreme Machine

Forks

Type: ....spherical
Extension:.......................14 inches
Builder: ....Xtreme Machine
Special features:......5-degree trees

Wheels

Front

Size: ....21 inches
Hub: ....
Rim width: ....2.215 inches
Tire: ....Avon
Brake: ....P.M.

Rear

Size: ....18 inches
Hub: ....
Rim width: ....8.5 inches
Tire: ....Avon
Brake: ....P.M.
Photos: ....Chuck Emery

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Talking Tech

THE GRAB AND JERK

I have an '83 FXD dry belt primary. The clutch tends to grab and jerks the scoot when I start it in gear. I have replaced everything from pressure plate to steels and clutches twice. I have adjusted it according to the manual and no dice. I had a factory mechanic check it out and he too was lost for words. I would like to keep it dry. Any suggestions?

Wild Bill,
Tejas, New Mexico

When you run into 4-speed clutch problems, the first thing to do is install a Ramjett retainer kit. That may be all you need. If that's the case, look upwards and say thanks to Roger Chatilea, (aka Roger Ramjett). He left some very good products behind before he was killed. Next, go back to the stock bearings and cage if you have something else, and use the '41-'67 springs. Get a ball bearing pushrod adjustment screw from CCI, too.

To adjust the clutch, back off the adjuster screw to give the pushrod a little slack. Adjust the pressure plate so that 1-3 stud threads are showing outside the stock, slotted nuts. Then, turn the pushrod adjustment screw in until it contacts the pushrod firmly, back it off a flat, and lock it down.

Sit so that you can look straight down at what Harley calls the "releasing disk," the disk between the springs and clutch pack, and give the lever just enough of a squeeze to move the plate a little. Chances are, you'll find that it isn't quite square, so that one edge moves first.

Loosen the spring tension nut closest to that edge and check disk movement again. Repeat as needed to make the disk move perfectly square and equal all the way around.

Use the cable adjuster to fine tune lever movement, and don't forget to tighten the locknut when you're finished. And DON'T start your bike in gear.

LEAKY HEAD(S)

I have leaking heads on a '98 fuel injected Road Glide with 30,000 km on it. A Harley dealer installed a Stage III kit to improve the horsepower. The original heads were replaced with what the Harley shop regarded as the proper ones for the work done. Within a few 100 km the heads began leaking out the head gaskets.

A bro's shop then repaired the leaking head gaskets, but again within a few 100 km the heads started leaking. A reputable shop in Arizona then replaced the leaking gaskets. We only rode a couple 100 km and the heads are leaking again. Is there something you could recommend as a permanent fix?

Ron
Internet Intellect

Bad news, amigo. I think your cylinder studs are pulling out of the crankcases. Roger came up with a fix for that, too. The Ramjett Heavy-Duty Cylinder Stud Kit includes heavy-duty studs and steel inserts for the cases. Installing the inserts can be a little tricky, but a good wrench should be able to handle the job without removing the engine from the frame.

When reinstalling the heads, lubricate the stud threads with a drop of clean motor oil and torque them exactly as described in the H-D shop manual.

HORSEPOWER FOR LESS

My '96 FXSTC doesn't have enough power to pass cars on the highway. Would you recommend a way to get a little more horsepower without tearing into the engine or burning a lot of gas?

Joe
Web Genius

Try Cycle Shack M pipes, an S&S Super E carb jetted according to the instructions, a Crane 316-2B Fireball cam with adjustable pushrods, and a Crane HI-4 ignition. Run the timing straight up at 35 degrees BTDC, adjust the advance curve according to Crane's instructions, and set the rev limit at 6,000 rpm. I'd recommend the Dyna S ignition just as quickly, except that it has no rev limiter.

If all this is too heavy for the budget, get the pipes first, then the carb, then the cam, and finally the ignition. The pipes should be good for five to eight horsepower, the carb five more, and the cam another five or so. The ignition won't make any power by itself, but will let you get past the stock 5,250-rpm redline when you need to.

JET ME UP

I'm running an S&S Super E and have tried jets from 68-76 and all have the same effect. I'm running a 29.5 as a small jet and have tried from a 26-32 and found that the bike ran best with the 29.5.

I'm starting to rip my hair out. I've changed the manifold gaskets and the insulator gasket between the carb and manifold and still no change. The only time it has run right was when I had a pair of old muffled pipes on it. Creating more back pressure I guess? I've got baffles in my Short Shots as well as torque valves and it only improved a little. What the hell?

G. Schopp
No First Name

My bet's on an electrical problem, either corrosion in the ignition switch, a partial fault in one of the coil windings, or a bad connection in the ignition circuit. Check for switch and connection problems by making a jumper wire to bypass the switch. Just connect the hot lead of the battery to the ignition coil. Use an alligator clip on the coil end of the jumper so you can kill the bike in a hurry if you have to. Check the coil by borrowing one that's known to be good from a buddy and giving it a try.

An air leak is still a possibility. With the engine running, squirt carb cleaner around all of the manifold connections and the little plug that's pressed into the carb body just to the right of the idle mixture screw. The engine will slow down if you have a leak. If the plug's leaking, try sealing it with silicone. If that doesn't work, call S&S for a Return Authorization and let them fix it for you.

Some combinations of cam, carb, and exhaust are incompatible, and will cause misfires that no amount of tuning will cure. Since your bike was happier with the mufflers, try Cycle Shack's M-pipes.

The tapered M-pipes make great low and midrange power, have a nice, rich tone, and are more forgiving of problem cam-carb combinations than many other pipes. Also, suggested retail is in the neighborhood of $150 so you won't be out much if they don't fix the problem.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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MILWAUKEE IRON'S ALL-AMERICAN REPLICA RACERS

RED, WHITE & TRUE BLUE

Take these three red, white and blue customs from Milwaukee Iron, run them up the flagpole and salute Randy Simpson, the flag waver, as it were, for these triple-threat replica racers. Using their custom colors to tell the difference and avoid sibling rivalry, Randy calls them the Red Rocket, and the White Lightening, and the Blue Streak.

Randy's Milwaukee Iron is located in Lynchburg, Virginia, and their products are "Steel Made in America," so the red, white and blue theme expressed here makes perfect patriotic sense. You may have seen Randy on the Discovery Channel's *American Choppers Down South* special where they followed the building of his Karn Evil custom.

Back in 1993 Randy and Milwaukee Iron built their first replica racers, one celebrating their 10th anniversary and another celebrating Harley's 90th. Interest in those bikes continued, so when they figured they were back into building some motorcycles they already had a couple of the frames in stock, eventually producing three of the "J" racers simultaneously.

Says Randy, "Those bikes are kind of our trademark because we did another in 1997 and put it on our 2000 catalog. When we built these three bikes, I was thinking that they represent Milwaukee Iron's 20th anniversary, Harley's 100th anniversary and S&S's 45th anniversary. Eventually we're hoping it's going to turn into a kit bike since people are asking about that setup. You can plug just about any motor in there, so you could run from shovelheads to Evos, belt or chain, kick or electric. The bikes have a 30-degree rake while the gas tank is inspired by a 1920 J type design. We went out and got our manufacturer's license and so those bikes are titled under Milwaukee Iron."

While the trio of retro-replica racers carry most of the same genes, as in original Milwaukee Iron frames, fenders, gas tanks and such, like any set of triplets, they vary in their personalities. The red bike is powered by a 100-inch CCI RevTech, the blue replica racer is Milwaukee-powered via its factory 80-inch Evo while the white bike rumbles to the tunes of a 96-inch S&S.

With a great menu of motors to choose from, Randy says, "I wanted to try all of them side by side. While those bikes look small, but you can put a person that's 4-foot-8 to 6-foot-8 and they're comfortable. It's unbelievable; like I've had big wrestlers on the bike and they start laughing…until they get on it. And they handle great. You can leave your feet on the floorboards and make a tight 180-degree turn with ease. They are light and perfectly balanced." All three bikes are for sale, and it's quite a tasty menu to chose from; they're a perfect blend of nostalgia and modern technology.

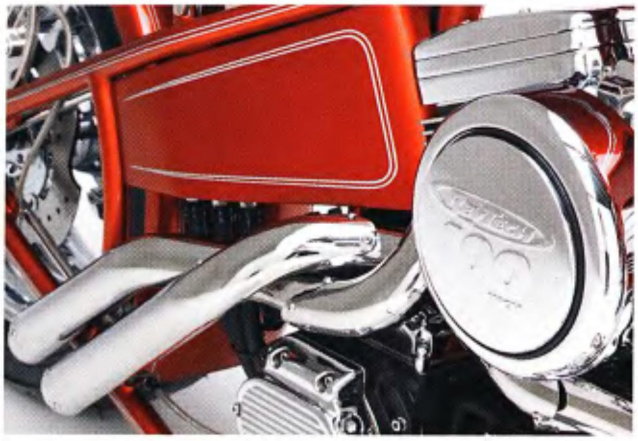
Randy is waiting to gauge public reaction to his creations. "I consider a lot of the stuff we do like Jimi Hendrix's music. A lot of it's so far out there that it takes a

few years for people to catch up with it." At this point Randy starts singing the words from Hendrix's "Voodoo Child," the name of another one of his bikes. "Well I'm standin' next to a mountain/ chop it down with the edge of my hand." At this point we recommended Randy do some singing on his next Discovery Channel show.

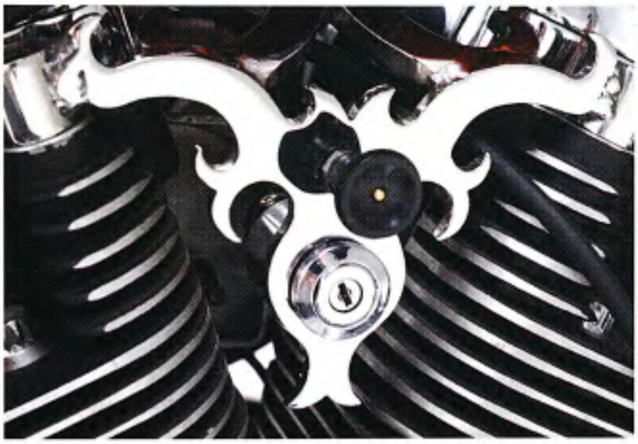
Having moved from his original Milwaukee Iron location after 20 years, Randy's got a new address, 110 Ramsey Place, but it's still in Lynchburg. The new place has 10,000 square feet of manufacturing space, a 1,500-square-foot office and conference room and sits on nine acres of land with a fully paved parking lot with loading docks and overhead cranes.

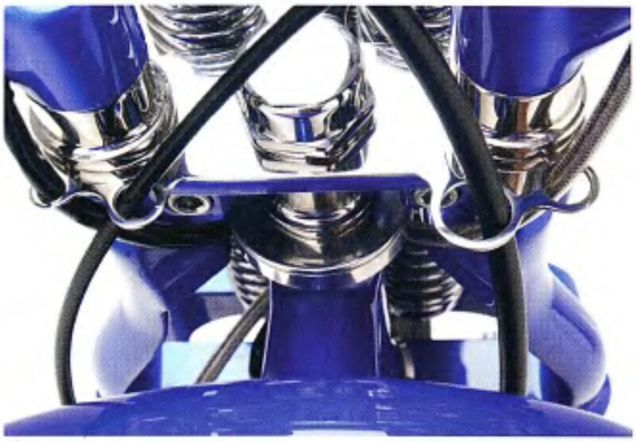
Asked what part of town he's in, Randy laughs and says, "A ritzy part. There's only seven businesses here, one of them is Frito-Lay." So of course, we had to say, "Randy, it looks like you're in the chips." And with his Discovery Channel TV special, new shop and great new custom bikes, you could say that's an understatement.

For more info about Randy Simpson log on to www.milwaukeeiron.com or call 434-385-1044. *—Paul Garson*



MILWAUKEE
IRON
S&S





Owner: Milwaukee Iron
City: Lynchburg, Virginia
Designer: G. Woodford/ Milwaukee Iron

General
Fabrication: G. Woodford/MI
Year and make: 2003 MI customs
Model: Replica Racer "J"
Assembly: MI
Time: 90 day wonders
Chroming: Brown's Plating

Engine
Year: 2003
Model: red-CCI 100-ci/white-96-ci S&S/blue-80-ci H-D
Ignition: CCI/H-D/H-D
Lower end: CCI/S&S/H-D
Pistons: CCI/S&S/H-D
Heads: CCI/S&S/H-D
Cam: CCI/S&S/H-D
Lifters: CCI/S&S/H-D
Carb(s): CCI/S&S/H-D
Air cleaner: CCI/S&S/S&S
Pipes: Milwaukee Iron Original

Painting
Painter: Cole Custom Cycles
Color/Type: red/white/blue/ House of Kolor

Frame
Year: 2003
Builder: Milwaukee Iron
Type: rigid
Rake: 30 degrees
Modifications: all have them

Accessories
Bars: Milwaukee Iron
Handlebar controls: Performance Machine
Fenders: Milwaukee Iron
Headlight: Headwinds
Taillight: Milwaukee Iron
Pegs: Milwaukee Iron
Electrics: Milwaukee Iron
Gas tank: Milwaukee Iron
Oil tank: Milwaukee Iron
Oil system: working
Seat: Danny Gray
Mirrors: Performance Machine
Grips: Drag Specialties

Forks
Type: springer
Builder: Paughco
Special Features: Milwaukee Iron internal fork stops

Wheels

Front
Size: 21 inches
Wheel: Xtreme Machine/ Landmark Mfg
Tire: Avon
Brake: Performance Machine

Rear
Size: 16 inches
Wheel: Xtreme Machine/ Landmark Mfg
Tire: Avon
Brake: Performance Machine

Photographer: Aaron Stevenson

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JIM NASI'S CELTIC CREATION

Danny O'Neill met Jim Nasi four years ago at Bike Week in Daytona, Florida, while shopping for a custom bike. He was impressed, as was everyone else, with the long and low lines of Jim's top-shelf custom rides. He even felt comfortable talking with Bill the salesman at Jim Nasi Customs, but thought it would be important for them to know he's serious about riding his bikes. So serious that he bought one of their bikes on the spot, even though it was built for someone else.

Danny was first drawn to Jim Nasi Customs because of their excellent reputation for building unique, show-winning bikes that can be ridden every day. Ya see, Danny is a hardcore rider who won't get off of his bike, even if it's supposed to be in Jim's booth display. We're glad he cooled his heels long enough for us to get a gander at this scoot at Sturgis Rally and Races last year, where he put on around 800 South Dakota miles on the new sled.

Playing an amazingly important role in creating each custom project, every member of the Jim Nasi Customs crew is extremely loyal and dedicated to absolute excellence. Talented metalworker, Gary McKinley works closely with Tim to keep the two brothers in the back shop, Turbo and Michael, supplied with the special sheet metal they need to assemble custom motorcycles tailored to fit your body, and your desires.

B R O A D S W O R D

JNC general manager Rick Maney is also the CEB (chief engine builder), while Dave the engineer sort of catches all the flak from everyone. Together they manage to avoid whatever seems to be the flavor of the month in the world of bike building, while grinding out true mechanical works of art like this. It's no wonder that last summer they had to double the size of their facility.

Over the past few years, Danny and Jim have become close friends. Danny's wife, Karen, and Jim's wife, Jacki, are pals as well. A year ago when the Nasi's had a baby boy named Wyatt, they made the O'Neill's his Godparents.

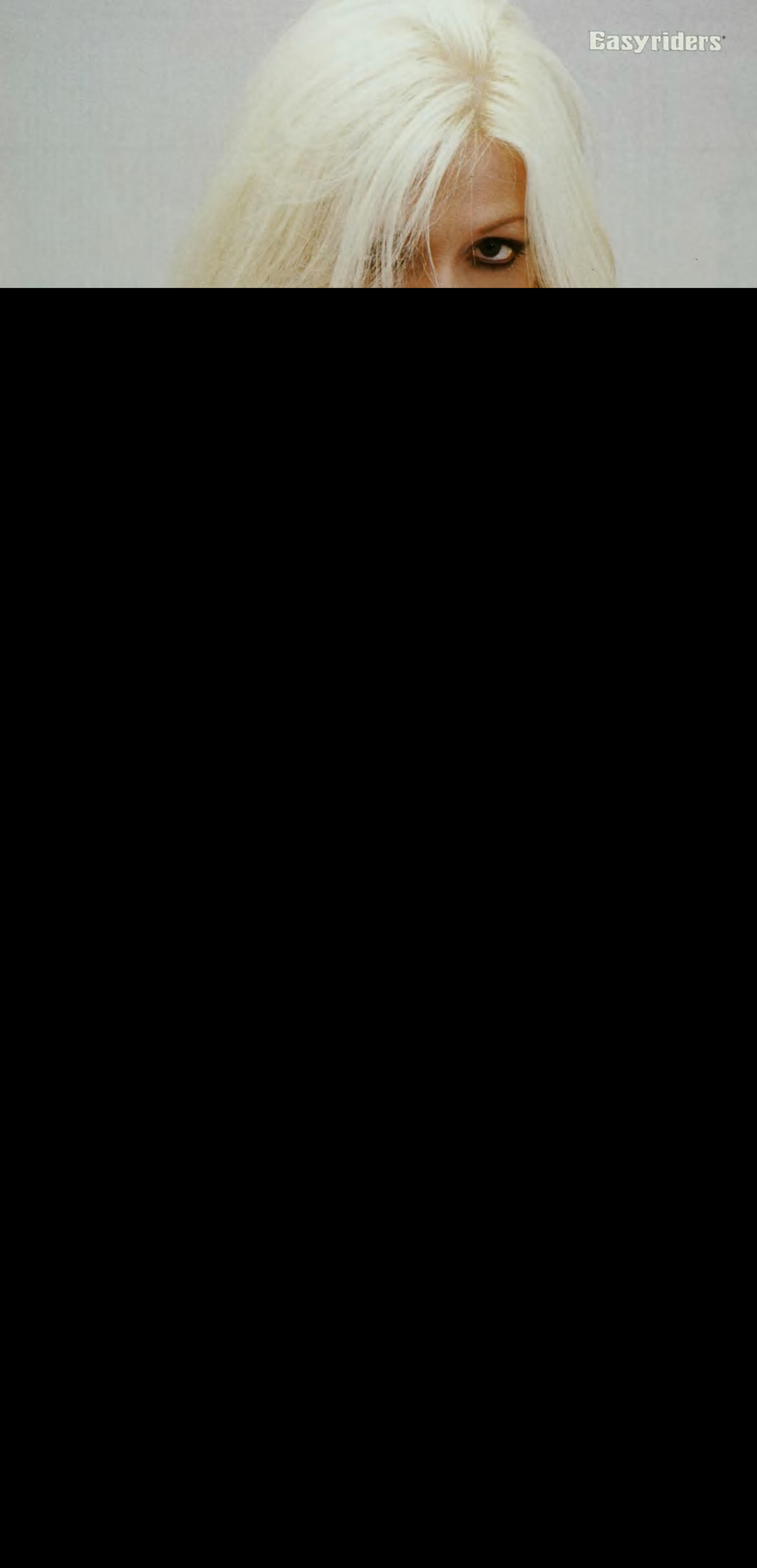
Danny is Celtic to the core and has covered himself with tribal tats inspired by the Highlands and the dramatic decor of Dublin. Jim knew Danny would really dig Mike Learn's Scot-inspired airbrush artistry all over his bike. Starting with the same basic stance as JNC's Camel III bike, Jim saw to it that it would be low. The rear fender has an LED illumination of the St. Andrew's Cross frenched in, and it is only 1/4-inch off the ground when you slam the Legends Air Ride on down. Raising it up reveals more of the new JNC "Blade" swingarm and gives a better look at the handmade oil tank. JNC made these pipes extra long with special heat shields that have the same cut as the end of the pipe.

Check out the gas tank. The outer shell and top with the "poured-over-the-frame" look were supplied by Don at Fat Katz, compliments of the crew at JNC. Danny also wanted a jockey shift, which Jim envisioned one day while looking at Eric Herrmann's painting of *Wash Day* hanging on his office wall.

Instead of a simple old tank mount shifter from days gone by, Jim radiused the shift rod to flow with the sheet metal and hooked up the linkage so that it is one back and all forward when shifting. Bam! Bam! Bam! Bam with your left hand—sounds kinda cool! Jim put the clutch on the right side to even out the riders' motion, the left forward control is actually the rear brake. You've got to try it to see if you'll agree that "different is better." Some good things take a little getting used to, and we could get used to seeing more scooters like this one.

Fox Hunt Winner Eve from Arizona sure enjoyed slithering all over this Celtic creation. Hmm...wonder if Eve's middle name is "of Destruction"?

— Cheese Doodle


Easyriders

passin' gas

Two hookers were standing on a corner when the blonde whore asked the other one, "Do you know how to get meat from a fly?"

The brunette sarcastically replied, "That's easy. You unzip it."

Wilburn Roche
Santa Susana Knolls, California

Maddog came home late one night, got undressed and got into the sack with his ol' lady. A few moments later he rolled over and whispered in her ear, "Hey, sweetie, do you wanna fuck?"

"Umm, no," she replied from her slumber.

"Well, would you mind lying still while I do?"

Rooster
Rancho Cucamonga, California

Q: What do a Kansas tornado and an Alabama divorce have in common?"

A: Somebody's gonna lose a trailer.

David Chance
Ogden, Utah

One day the teacher asked the children in class to give examples of what was not good to put in one's mouth.

Little Johnny says, "It's not good to put a lit light bulb in one's mouth."

The teacher says, "That is correct, but why?"

Little Johnny answers, "Well, I don't really know why, but my mom always tells my dad, "Turn off the light before you put it in my mouth!"

R. Meyerson
Chillin', Florida

Rocky escapes from a prison where he'd been for 15 years. As he runs away he finds a house and breaks into it looking for money and guns, but only finds a young couple in bed. He orders the guy out of bed and ties him up in a chair. While tying the girl to the bed he gets on top of her, kisses her on the neck, then gets up and goes to the bathroom. While he's in there, the man tells his wife, "Listen, this guy is an escaped prisoner! He probably hasn't seen a woman in years. I saw how he kissed your neck. If he wants sex, don't resist, don't complain, just do what he tells you. If this guy gets angry, he'll kill us both. Be strong, honey. I love you."

The wife responds, "He was not kissing my neck. He was whispering in my ear. He told me he was gay, thought you were cute, and asked if we kept any Vaseline in the bathroom. Be strong, honey. I love you, too."

Steve Schwacke
Via da Net, Maryland

Clueless grabs a seat at the bar and sees a hot babe sitting at the other end, alone. He orders a beer and tells the bartender to get a drink for her.

The bartender tells him, "Don't bother, dude. She's a lesbian."

"I don't care," says Clueless. "Gimme the drink and I'll take it down there myself."

So Clueless slides up, sits next to the woman and says, "So, babe, what part of Lesbia are ya from?"

Peanut
Mojave, California

A drunken sailor, just into port after duty in the Gulf, gives a hooker $100 and they get a motel room.

After a while, the now naked sailor looks the hooker in the eye and slurs. "So.... How'm I doin'?"

"About three nots," replies the hooker.

"Three knots! Jus' whadda ya mean by that?" asks the sailor.

"You're not hard, you're not in, and you're not getting' your money back."

Becky Brack
Citrus Heights, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Danny O'Neill
City:....Boston, Massachusetts

General

Fabrication: ....Jim Nasi Customs Inc.
Year/make: ....2003 Jim Nasi Customs
Model: S-3
Assembly: ....Jim Nasi Customs Inc.
Time: ....8 months
Chroming: ....Meclec Plating

Engine

Year: ....2003 S&S
Rebuilder: ....Jim Nasi Customs Inc.
Displacement: ....124 cubic inches
Ignition: ....Dyna 200i
Lifters: ....Jim's Machine
Cam: ....S&S
Carb: ....Mikuni HSR 45
Air cleaner: ..Wimmer Machine velocity stack
Pipes: ...."Whapp-pah" by Jim Nasi Customs Inc.

Transmission

Year/make: ....2003 Baker 6-speed
Clutch: ....Rivera Pro-Clutch

Painting

Molding: ....Ronnie at Mike Learn Airbrush
Painter: ....Mike Learn
Color: ....silver
Type: ....House of Kolor
Special paint: ....Celtic by Mike Learn

Frame

Year/make: ....2003 Daytec
Type: ....hidden-shock
Rake: ....40 degrees
Stretch: ....4 inches
Shocks: ....Legend Air Suspension
Modifications: ...."Blade" swingarm by Jim Nasi Customs, Inc.

Accessories

Handlebars: Jim Nasi Customs 2-piece riser with internal throttle
Handlebar controls:.................. Performance Machine Contour hydraulic clutch
Fenders: ....Jim Nasi Customs Inc.
Headlight: ....Headwinds
Taillight: ....Jim Nasi Customs Inc.
Pegs: ....Performance Machine
Foot controls: ......Performance Machine Contour
Gas tank: ....Jim Nasi Customs Inc./Fat Katz
Oil tank: ....Jim Nasi Customs Inc.
Seat: ....Guy Tieman
Mirrors: ....none
Grips: ....Jim Nasi Customs Inc.

Front end

Type: ....modified, 10 inches over extension
Builder: ....Jim Nasi Customs Inc./Perse

Wheels

Make: ....Performance Machine Wrath
Size: ....21-inch front, 17-inch rear
Tires: ....Avon
Brakes: ..Performance Machine
Photos: ....Pablo Escobar Jr.

Biker Style...
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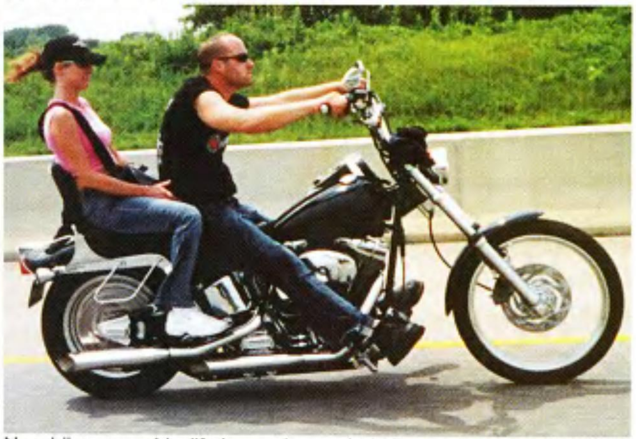
Harley-Davidson has had 101 years to get this motorcycle riding gear thing right and the H-D label on your MotorClothes isn't just a tip of the hat to the factory, it's a guarantee that you'll be getting the very best protection to save your skin. So stay warm this winter. Treat yourself to something nice to help get through the big chill. You deserve it.

—Dave Nichols

Sgt. Gary, Staff Sgt. Jesus, Spc. Dean, Spc. Justin: Riding what they can.... *—Sgt. Gary Brown, Al Qaim, Iraq*



New bike, new girl—life is good. *—Judy Boden, Mortgon Grove, Ill.*

Shadow riders. *—Gary Neely, Renfrew, Pa.*

Pink, puffy 'n' pert. *—Ricky Akridge, Little Sturgis, Ky.*

They don't call rigids "ball-shakers" for nothin', John. —*Lou Camerota, Main Street, Daytona Bike Week 2003*

Chrome is a great sun reflector—just ask Sanora. —*Woody Hayman, Shadows and Shapes Photography, Rome, Ga.*

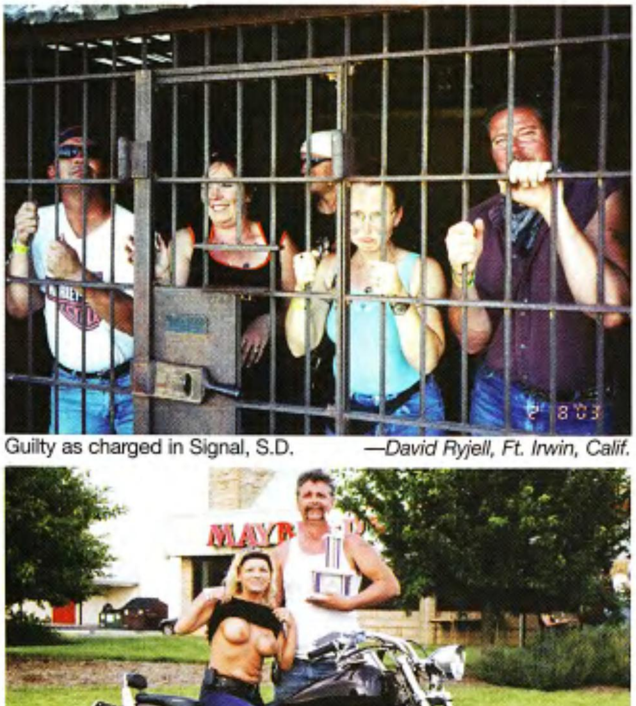
A haunted honeymoon—newlywed scarecrows for Harleyween. *—Darrell Best, Shelbyville, Ill.*

Weasel Wednesday at Engel's. *—Tammy Winslow, Edmonds, Wash.*

Perky hooters! *—Daytona Ray, Daytona Beach, Fla.*

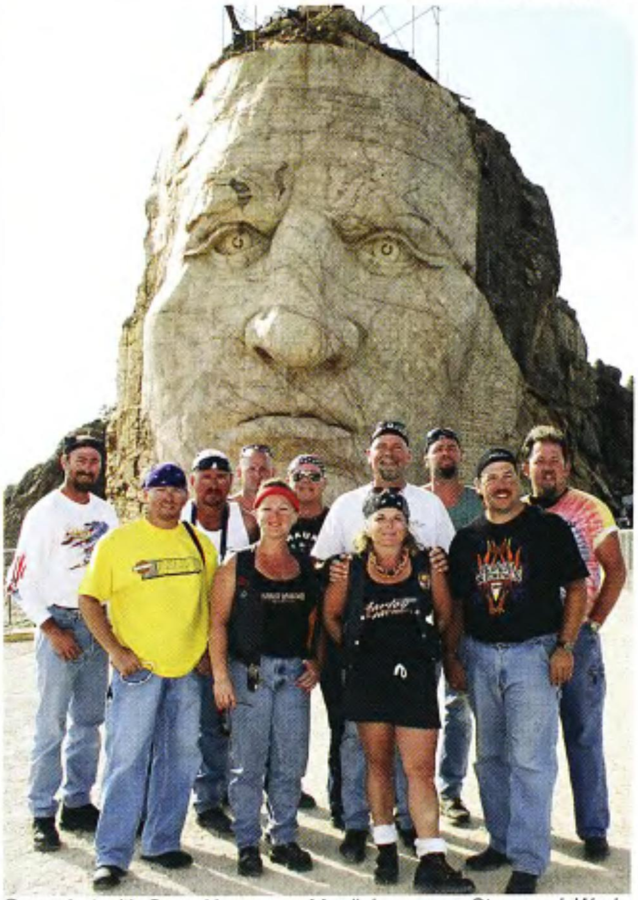
How low will she go? *—Big Tom, Newton, Mass.*

This is what living is all about. —*Jeff and Stacey Kato, Port Orange, Fla.*



Guilty as charged in Signal, S.D. —*David Ryjell, Ft. Irwin, Calif.*

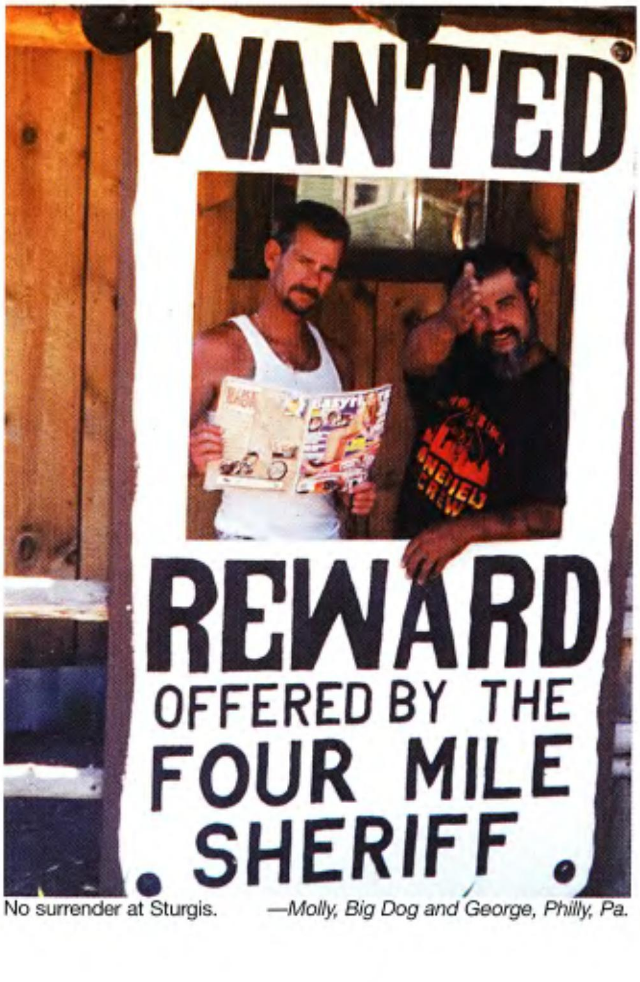
A couple of prize-winners. —*Jill Ring, West Carrollton, Ohio*



Gang shot with Crazy Horse. —*Mardi Jorgensen, Stanwood, Wash.*

Hawk's haulin' home from Alpine, Ariz., on his 100th Anniversary Ultra. Photo: Crystal Madden. *—John Hawker, Sierra Vista, Ariz.*

Send her to my tent. *—John Mooney, Myrtle Beach, S.C.*



No surrender at Sturgis. *—Molly, Big Dog and George, Philly, Pa.*

Do Teutonic tits match-up with American counter- (bolt-on) parts? —*Wolfgang Karolczak, Wassenberg, Germany*

Scary readers. —*Nightmare, Euro Bike Week, Faaker See, Austria*

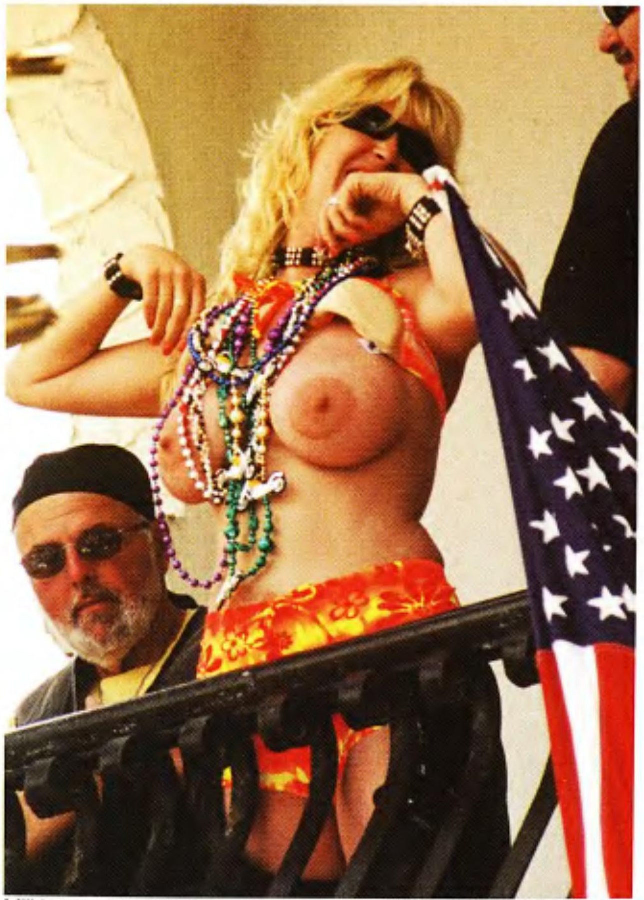
Dyno drag marriage counseling. —*Mark Fountain, Omaha, Neb.*

Perfect pairings: V-twins… and tits. —*Mike Dikovistky, Tyler, Texas*

It ain't much, but they call it home. Ward and Bob spruce-up Tent City. —*Master Sgt. Robert Yaworsky, Tabuk (ta-puke) Air Base, Iraq*

A smile and a flash for Frankie G. —*Katmandu, Jensen Beach, Fla.*

—*Sfc. D'Andrea, Spc. Mulholland, Sgt. Jarr, Baghdad Intl., Iraq*



Milking the Bike Week crowd. —*Andree Arter, Randallstown, Md.*

Don't do *that* while ridin', you'll go blind, fer crissakes! —*Daphne Graham, Pryor, Okla.*

The John Ride, a downed bro's birthday benefit backers. —*Low Life, Carolina Back Roads*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

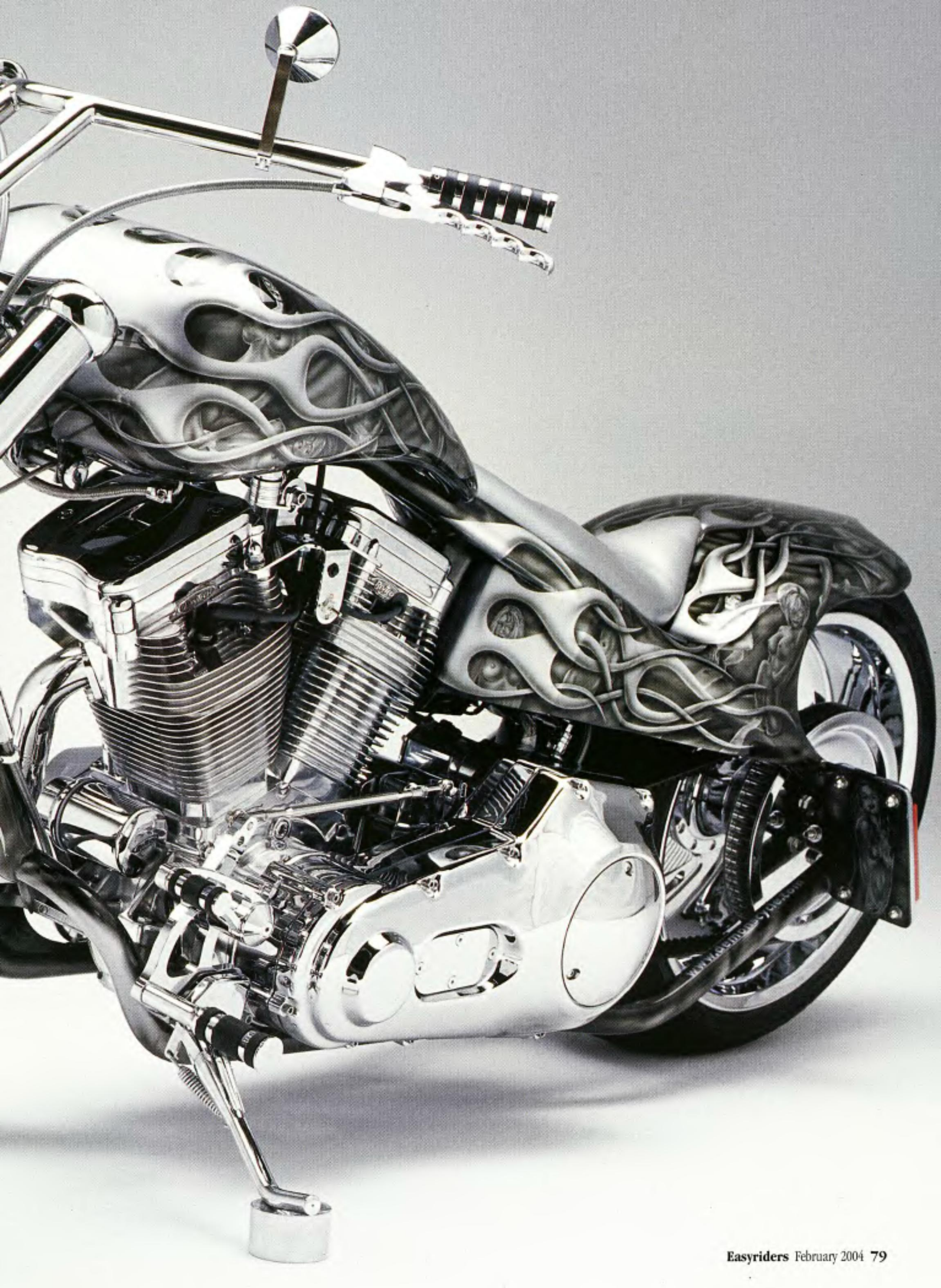
WHAT ELSE WOULD YOU NAME A BIKE WITH 35 NAKED LADIES?

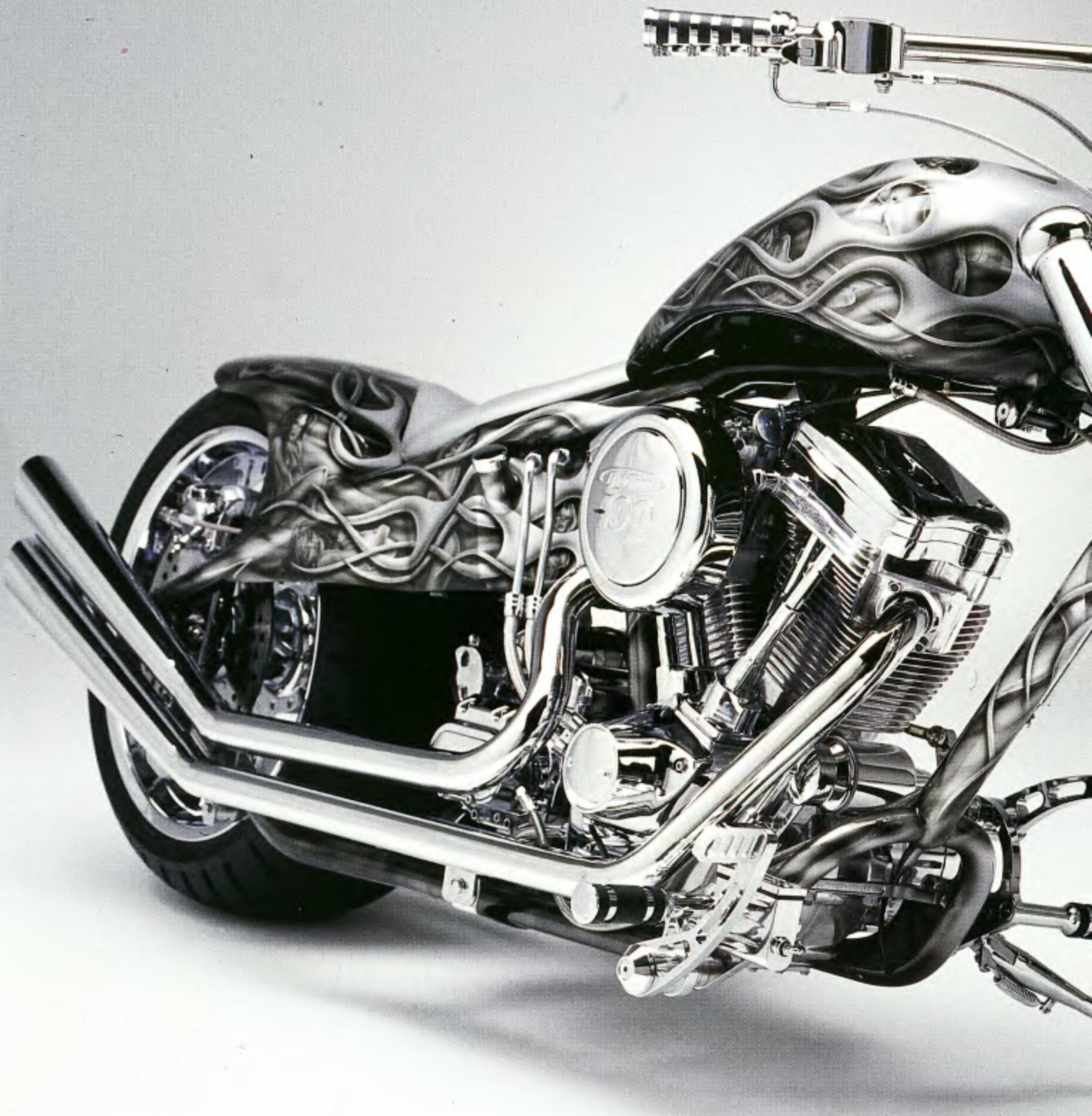
The "Booby Trap"

Phil Gori's a soft-spoken sort of guy, who just happens to own the Booby Trap. A few of them, actually. As the name suggests, they're "gentleman's lounges" located around South Florida. Okay, strip clubs. Brass-pole flesh boutiques, and there's not a damn thing wrong with that!

There's not a damn thing wrong with the bike Phil just had put together, either, going to that mad German, Tom Steinbacher, at Demon's Cycle South in Pompano Beach to get the job done. Phil's mandate was dead simple: He told Tom to build him a big-tire bike that would be "the coolest thing in all of Florida." Looks like he just might have it here, wouldn't you say? One thing's for sure: Phil's bike definitely has the eye of every red-blooded man in Florida, at least the ones with some lead left in their pencil. How would you ride this dang thing? How could you keep your mind on traffic? Nice problem.

"Yeah, that paint job is something," Tom says with a wicked laugh. "It was sort of my surprise for Phil." Demon's "Mad Australian" did the artwork here, and it's amazing. There are no fewer than 35 naked ladies on the bike, and as if that weren't enough they're in flames. The paint job alone, "beyond anything," is how Tom describes it, took more than two months to complete.





Now, if you can get your mind to move past that, there's a pretty special motorcycle underneath all those ladies. It starts with a frame Tom designed and had made to his specs. A rigid chopper, it's the foundation for a street custom that's low and light on its feet. "The thing isn't stretched out and raised way up in the air," Tom explains. "I'm not into the chopper thing, at least not in the standard sense of the word. I don't build bikes that are seven miles long and takes a football field to turn around in." In fact, for this frame Tom even shortened things down a little more than usual, "And it rides and handles great."

There's a lot of intricate bodywork riding on that frame, too, a lot of welding and fabricating. For instance, the whole oil tank and rear fender is a single assembly, all molded into the frame. It's all one.

"And from the inside, underneath the fender and along the wings of the oil tank, it's as nicely finished and painted as anything you see from the outside," Tom says. There are no naked ladies under there, of course, but there could be.

Take a look at the upside-down stainless steel handlebars, too. See how they mount? Ever seen anything like that? And neatly blended into all that "special stuff" are some readily available bits, things like the hand and foot controls from CCI, and the RevTech power package.

The inverted front end came from Midwest, and the wheels are brand new from Weld, Grinder models. And as proof that everything old is new again, check out the pipes Tom mounted. They're a forgotten part number from CCI, "some old-school pipes originally made for an '86 Softail." Tom tried three or four different sets of high-end boutique pipes, and even some custom bends, before he bolted up these. "Everything else looked too sporty." Nothing "sporty" here, just loads of cool.

Oh yeah, one more thing: Tom says one of the naked ladies depicted in this paint job is a spot-on portrait of his wife. "But I'm not telling you which one, or where to look!" Now he gets modest?

To ride your own Demon's Cycle call 954-629-1039 or visit their Web site at: www.demonscycle.com.

—Joe Kress

Owner:..............................Phil Gori
City: ....South Florida, USA

General

Fabrication: ....Demon's Cycle
Year/make: ....2003 Demon's
Model:..................Demon's Special
Assembly: ....Demon's
Time:.............................12 months
Chroming: ........................R.I. Tech

Engine

Year:.......................................2003
Rebuilder:..........................RevTech
Displacement:......100 cubic inches
Cam:..................................RevTech
Carb: ....Mikuni 42mm
Air filter: ....RevTech
Pipes:..................CCI "Old School"

Transmission

Year/make: 2003 RevTech 5-speed
Modifications:....................polished

Painting

Molding:..................Demon's Cycle
Painter: ....The "Mad Australian"
Color:............................silver/black
Type: ....House of Kolor
Special paint:........35 naked ladies, and flames!

Frame

Year/make: ....2003 Demon's South
Type: ....Demon's Cycle Special
Rake: ....42 degrees
Stretch: ....6 inches forward, 2 inches down
Shocks:.......................................n/a

Accessories

Handlebar:..............Demon's South stainless
Risers: ....Reversed Customs
Handlebar controls:Custom Chrome
Fenders: ....Demon's South
Headlight: ....German import
Taillight: ....Demon's
Speedo: ....none
Pegs: ....Custom Chrome
Foot controls: ......Custom Chrome
Gas tank: ..Demon's 8-inch stretch
Oil tank: ....Demon's built-in
Seat: ....Demon's Special
Mirrors: ....Custom Chrome
Grips:....................Custom Chrome

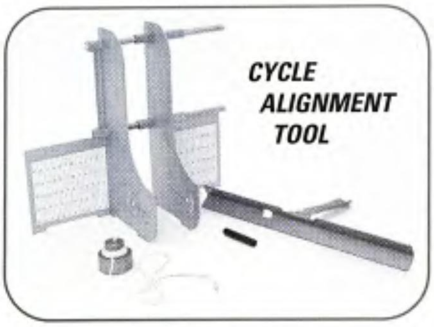
Front end

Type: ....inverted, 52mm
Builder: ....Midwest

Wheels

Make: ....Weld "Grinders"
Size:.......................21 x 2.25/18 x 9
Tires:.......................Avon, 250 rear
Brakes: ....Demon's Germany; 6-piston front, 4-piston rear
Photos:......................Don Rogers

1-IN-3 MOTORCYCLES ARE OUT OF *ALIGNMENT*



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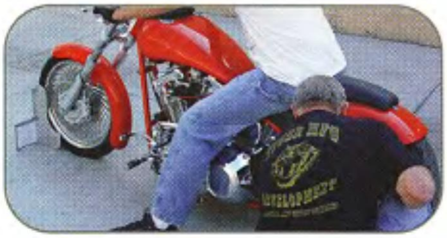

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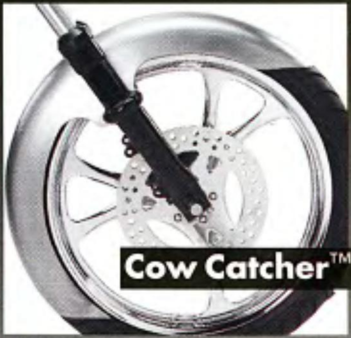
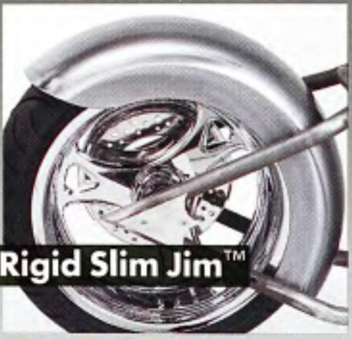
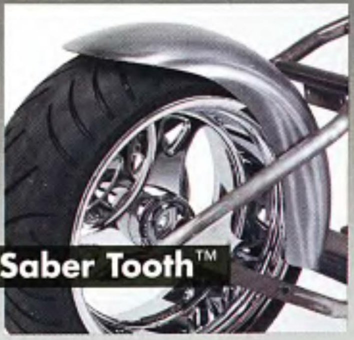


Fenders appear closer than recommended.





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Meet September's Winner

A lot of people ask me: "If this is the February [for example] issue, why are you saying September's [again, an example] winner? Shouldn't it be January's winner?" To them I always reply: "Pay attention dillrod! I'm not gonna explain the process if you're too stupid to read the directions at the end of this feature." More often than not, they apologize because they were too busy looking at the tits on the girls. Which brings us to the photo of your September [Don't you dare say it] Fox Hunt winner, Eve. Or, as you may have already read, we like to call her "Eve of Destruction." Not in a bad way, just the simple fact that staring too intently at this hottie will, without a doubt, destroy any hope you have of having a deep meaningful relationship with your ol' lady—which, by the way, you already know possesses a head full of snakes. Eve, a true seductress (and speaking of snakes) is a feature entertainer and can be found dancing you out of your money in many clubs across the country, as well as in her home state of Arizona. Return to Page 56 and check out her spread, before venturing out in search of the ultimate lapapalloza. *—Ben Daybo*

Devon—Iowa

#0201

"I took my first ride, many years ago, and it was awesome. That's about it, not a whole lot more to say. I just love riding."

Brandy—Massachusetts

#0202

"I 'm a Harley virgin! But I've always been a big fan of big, beautiful large objects vibrating between my legs, so I'm ready for my 'first time.'"

K.D.–California

#0203

"My first ride was fun, fast and furious. It was awesome and I felt total freedom."

Nicole–New York

#0204

"I instantly knew I was hooked. And, having long legs absolutely has its advantages."

Kristin–North Carolina

#0205

"After I took my first ride, I knew I'd never need AA batteries again. Of course, now I need a gas card and a reason to keep revving the bike in the garage."

Stephanie–South Carolina

#0206

"I hate reading here how everyone always talks about how wet they got, the vibrations giving them an orgasm and stuff, but...it's all true."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #368 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 6, 2004. The voting deadline for this month's crop of cuties is January 31, 2004. We'll announce the winner in the June 2004 issue.

Here she is folks, your October 2003 monthly Fox Hunt winner, Tina, Number 1002 from Springfield, Missouri. Come back next month and see a lot more of this tattooed princess!

368

FOX HUNT
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

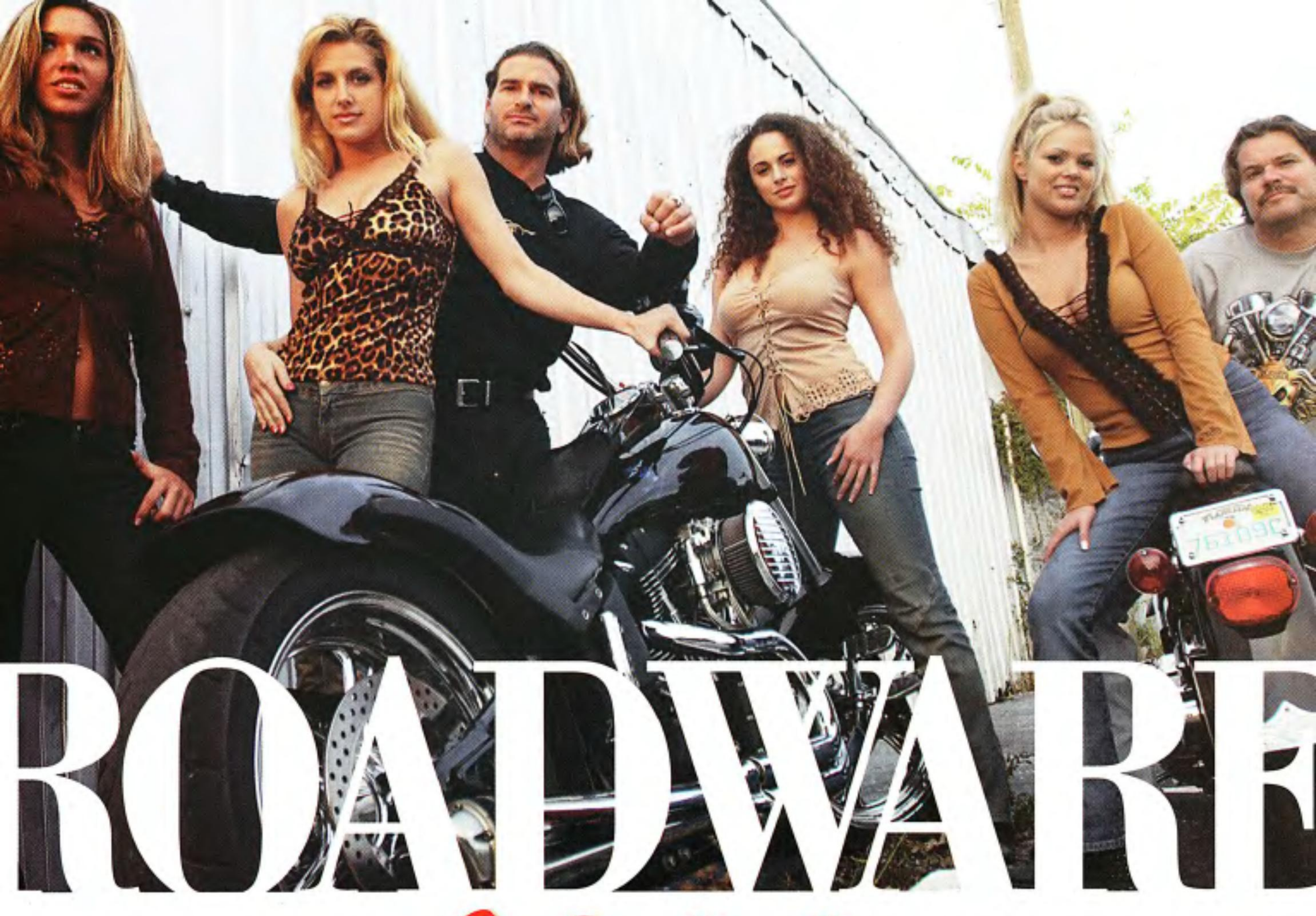
Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Date of Birth __________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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PAT BRIGGS' FITTO PHANTASM WAS BUILT TO RIDE

LIGHTNING STRIKES

Pat Briggs, owner of County Line Choppers used to work as an electronic instrument controlman for a nuclear power plant. He says he learned from that gig that you gotta do things right, because you don't get a second chance with nuclear power. He brought that philosophy to his motorcycle business: "Do things right the first time."

Pat had been riding motocross since he was a wee lad only 6 years old. He was wrenching on his brother's bike, and those of some of his friends when they were out partying...at the age of 12. By the time he was 17 he owned his own Harley.

Pat has always customized his bikes, and soon opened his own shop, Briggs Custom Cycle. This year they moved to a brand-new building, expanding their shop to 3,600 square feet, where they build full custom bikes from the ground up, as well as customizing stock bikes and doing service work. With the new digs came a new name, County Line Choppers. They are located on the Oswego/Onondaga County border, about 15 miles north of Syracuse, New York.

Pat personally hand-built the motor for this bike from a set of S&S flywheels and cases, and a pair of Patrick heads and barrels. The hand-fabrication tasks he performed included stretching the tank, shaping the fenders from West Coast Choppers blanks, and welding in all the brackets and hidden channels for the wiring and hydraulic lines in the frame. That item came from the mind, jigs, and torch of ex-Canadian chopper wizard Mitch Bergeron, with Pat supplying the specifications for just how he wanted it. Pat also machined the taillight, license plate bracket and several other pieces for the bike.

The ground pounding thunder generated by the big 113-inch mill is transmitted through a 3-inch BDL belt drive setup, and channeled through Bert Baker's world-renowned 6-speed overdrive transmission. It's smooth, strong, and reliable, which is why Baker's transmissions are seen on so many high-end bikes these days.

The paint was designed by Pat, and the purple paint was laid down by Eve's Show Paint. The eye-catching airbrush art, featuring every man's favorite subject, was performed by another member of the Canadian chopper mafia, Martin Boucharard, aka Fitto, from Montreal. Fitto's masterful work has adorned many bikes that we've featured, and an article on the artist recently appeared in the November 2003 issue of *Easyriders*. For more info, see his Web site www.airbrushfitto.com

The Perse triple trees incorporate a 6-degree rake, while 12-inch-over tubes and lowers provide a clean, functional front end that just screams "chopper."

Performance Machine wheels and brakes and many tastefully selected billet pieces are the jewelry that finish this piece.

Pat built the bike as his personal ride, and to showcase what his shop is capable of. Although he has had many offers to sell it, he intends to continue to enjoy it for at least another year. Since it's been up he says, "It's flawless, I haven't had one hiccup or burp at all with the bike."

All the bikes that come out of County Line Choppers are built by Pat Briggs personally because, he says, then he "knows who is responsible when it comes time to warranty them." He builds good-looking, performance scoots. County Line Choppers are built to ride and if that interests you, give Pat a call at 315-593-2992 or visit his Web site at: www.countylinechoppers.com.

—Kit Maira

Owner: ......County Line Choppers
City:..................Phoenix, New York

General

Year/make: ....2002 County Line Chopper
Model: ....Lightning Chopper
Assembly:....................County Line Choppers
Time: ....1 year
Chroming: ....S&H
Polishing: ....County Line Choppers

Engine

Year:..2002
Builder: ......County Line Choppers
Displacement: ....113 inches
Cam: ....S&S
Carb:..........................S&S Super G
Ignition:..................................Crane
Pipes: ....West Coast Choppers

Transmission

Year/Make: 2002/Baker 6-speed
Shifting: ....foot

Painting

Painter: ......Eve's Show Paint, Fitto
Color: ....violet purple
Type: ....House of Kolor
Special paint:........airbrush by Fitto

Frame

Maker: ....Mitch Bergeron
Type: ....rigid
Rake: ....40 degrees
Stretch:..............................4 inches
Other alterations: ..........C.L.C. side plates for wiring

Accessories

Handlebars: Mitch Bergeron/C.L.C.
Risers: ....built in
Handlebar controls:....Performance Machine
Fender: ....West Coast Choppers/C.L.C.
Headlight:.......................Headwinds
Taillight: ......County Line Choppers
Speedo:....................Dakota Digital
Pegs:......................................Perse
Foot controls: ....Arlen Ness
Gas tank: ....stretched Sportster
Oil tank: ....Mitch Bergeron/ County Line Choppers
Seat: ....County Line Choppers
Mirrors: ....Performance Machine
Grips: ....Perse

Front end

Type:..wide
Extension: ....12 inches over/ 6 degrees raked trees
Builder:..............Perse/County Line Choppers

Wheels

Front

Size: ....
Builder: ....Performance Machine
Rim Width: 2.15
Tires: ....Avon
Brakes: ....Performance Machine

Rear

Size: 18
Builder: ....Performance Machine
Rim Width: 5-inch
Tires: ....Avon
Brakes: ....Performance Machine

Special Thanks: ......In Memory of my Father Bob Briggs
Photos:....................Dino Petrocelli

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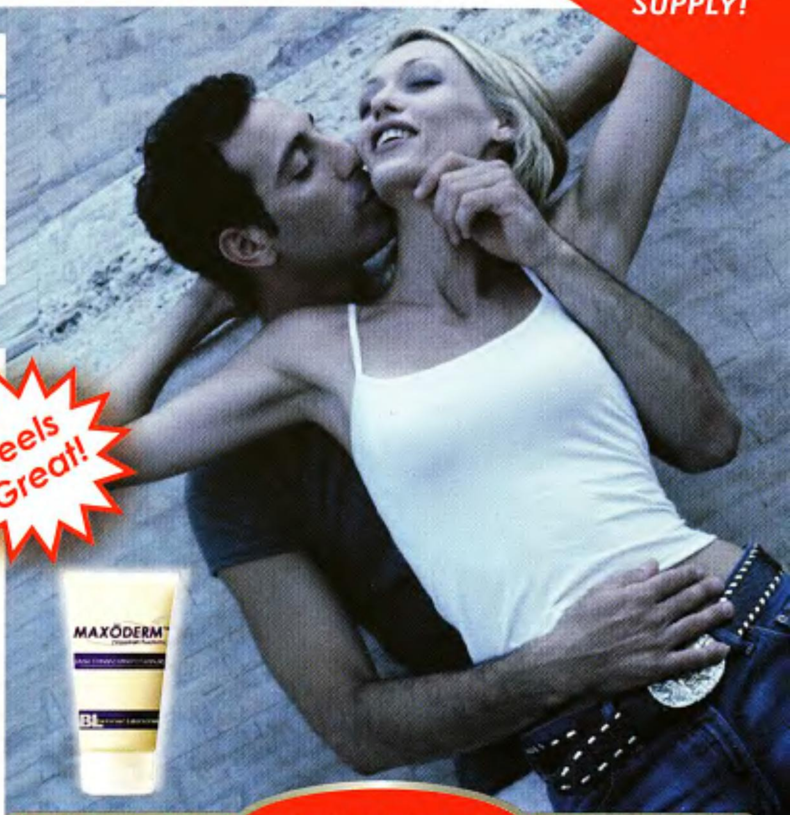

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Michael S., Los Angeles, CA

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SCENES OF THE CRIME

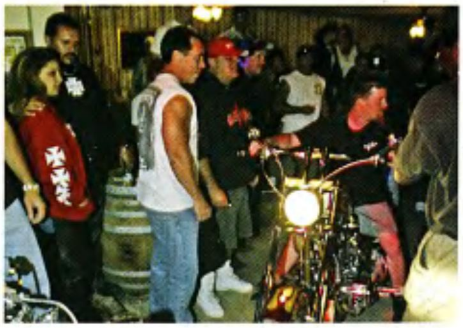
HOLLISTER HOOLIGANS

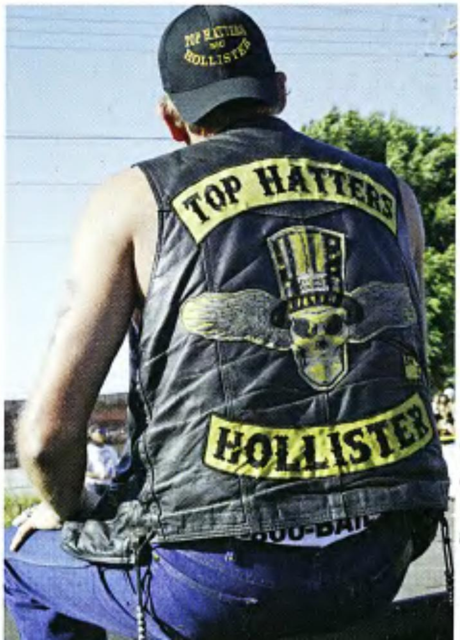
We all know the story: A bunch of crazed motorcycle hooligans rode through the sleepy little town of Hollister, California, back in July of 1947 and drank some beer. They went to the races and drank more beer. A few peed outside. This horrendous behavior started an entire biker movie genre after *LIFE* magazine ran a hopped-up version of the "Hollister Incident," which included a bunch of goofy, staged photos of a fat, drunk dude sitting on someone else's Harley, the ground littered with beer bottles.

Those Hollister hooligans were the basis of the 1954 Stanley Kramer film, *The Wild One*, starring Marlon Brando and Lee Marvin that ignited the rush of outlaw biker flicks. Fast forward to 2003 where the little town was once more turned into a motorcycle mecca for the faithful to come and see Johnny's Bar and other "scenes of the crime."

2

HOLLISTER INDEPENDENCE RALLY
Welcome
"BIRTHPLACE OF THE AMERICAN BIKER"





Photos: Pam Proctor

Now 56 years after the original wild one's came to party, today's riders seemed more like mild ones astride their new Harleys and custom rides. What the hell, bikers love any reason to party—might as well ride up to Hollister and check it out.

As you'd expect, there were a few burnouts in the street, and yes, bikers still drink beer (Lite beer mostly), though I didn't see anyone peeing in the street. It was a nice, safe, secure little event. Happy 4th of July in our nice, seemingly secure country.

Unlike Marlon Brando's Johnny, the riders to this little party would have a different answer when asked what they are rebelling against. Instead of slurring, "Whadda ya got?" As Johnny did, today's fresh-faced rider might say, "I'm rebelling against using 2% milk in lattes." Or, "I'm rebelling against eating bread and potatoes because I'm on that Adkins Diet." One dude told me he was rebelling against the constantly rising costs of his kid's pre-school in Malibu. Hmm.

It used to be that the average citizen was afraid of bikers. The Hollister races of 1947 and the press that the town got after those hooligans of long ago (now great grandpas) drank beer and partied, inspired an entire biker lifestyle, which led to magazines like *Easyriders*. Bikers were modern day outlaws, road pirates and Vikings of the highways. We got a little respect.

Nowadays we're like those guys that dress up and do those historic reenactments of famous western shootouts in the street. Little kids and their parents want to take pictures with us, sitting on our bikes. We're like bears with their teeth and claws pulled or doped up big cats in a cage.

Yeah, I know…times have changed and the world has moved on. But in the wake of Hollister's last "Mild One's" weekend, I think I know what I want to do. Now I ain't tellin' none of you to do this, mind you. But as for me? I'm gonna go raise some hell. I might even pee in the street.

Live to ride! *—Phantom Dave*

INN

O F F E N S I V E L Y   C O O L

Eriksson's '44 Knuckle Chop

All he wanted was a "sort of normal" custom bike, typical of the style he used to roll around on in his home country of Sweden. Builder and owner, Tommy Eriksson, openly affirms that his ride is cool, but he never thought he would see people breakin' their necks to get a better look at it. A cool old-world motor, tank shift, foot clutch, drum brake, hardtail frame without squid-like, Easter egg graphics, and a car tire on the back just seemed the perfect fit for him. Disregard all of those that say everything on Tommy's bike is wrong.

Never mind that he transgressed the unwritten law. From the beginning, Tommy knew that in order to create this one-off Swedish beauty, a vintage piece of American iron would simply have to be sacrificed. In 1944, there were only about 540 civilian Harleys made, so the chances of finding a bike like this in any condition is quite remarkable these days. Tommy acquired this basket case knuck about two years ago from a guy in Texas for less than three grand. If carving a new design out of a rare old scoot isn't bothering you, take a closer look at Tommy's bike. Perhaps you'll be disturbed by some of the other "wrong" things that he did to make sure there would be something to offend everyone on his blue and chrome Swedish chopper.

Tommy builds winning racecars and trucks for the Winston West racing series, so his skills with metal things that move are fast becoming legendary. This is only the third bike that Tommy has built, but it has won four, first place Best of Show trophies so far. The idea for this project came to him in 2000, but by the summer of '02, Tommy was so obsessed with it that he began calling his Viking Support Team of craftsmen and artisans. The first call was to his multi-talented friend, Mats Junkka, who had to be convinced to stop riding with his group in Sweden called Farmem. Once Mats was stateside and got shoulder to shoulder with Tommy, the thrashing became so intense that Tommy put everything off, including his customers and his fiancé, Iranilda. She began to think Tommy would be using his cool new chopper to pick up "other chicks," but they managed to put things back together better than ever.

Easyriders

Many Swedish hands were put to the task of building this bike, and the quality shows. Whether stock, replica, or high-performance, Anders from Flathead Power (www. flatheadpower.com) has all the parts a knucklehead could need. On the left side, you'll see Tommy's own manifold, along with the velocity stacks he spun out of 16-gauge steel before sending them out for plating at Cristensen's. Edlunds in Sweden made a 49-degree neck casting, to which Tommy added a set of specially raked trees. He tells us that instead of the floppy, tank-slappin' ride you'd expect from something with that much rake, it rides pretty much as good as any stock bike. Mats made a triple clamp setup to hold those bars and Tommy joined in to widen the primary 2 inches so they could stuff a 3-inch belt drive unit inside. Tommy only runs about 8 pounds of air pressure in the car tire at the rear, its rim was made from a BMW automobile.

Maybe there is something to be said about how impressive it is to see a bike with the stock foot brake linkage reworked to operate a hidden hydraulic master cylinder. Nearly every piece of his bike is part chrome and part paint, and there are lots of questions from the bikes admirers, but what everyone wants to know is, "Did ya really chop up a '44 knucklehead?" It may seem politically incorrect, or financially impossible, but it won't get Tommy hot and bothered if you are offended.

—*Cheese*

Owner: ....Tommy Eriksson
City: ....Anaheim, California

General
Fabrication: ..Tommy Eriksson
Year/make: ....1944/ Harley-Davidson
Model: ..knucklehead chopper
Assembly: ....Tommy Eriksson
Time:..............................1 year
Chroming: ..Cristensen Plating

Engine
Year: ....1944 Harley-Davidson knucklehead
Rebuilder: ....Bennet's Performance of Long Beach, California
Displacement:..........105 cubic inches
Cam: ....Flathead Power
Carb: ......Dual Linkerts M74-B
Pipes: ....Tommy Eriksson

Transmission
Year/make: ....1973/ Harley-Davidson

Painting
Molding: ....Don Danhoff
Painter:................Auto-B-Craft
Color:................................blue
Type:............................DuPont
Special paint: ....none

Frame
Year/make: 1944 H-D/Edlunds
Type: ....straight leg rigid
Rake: ....55 degrees
Stretch: ....3 inches

Accessories
Handlebars: ..Tommy Eriksson
Handlebar controls: ....H-D
Fenders: ....Tommy Eriksson
Headlight: CCI
Taillight: ....Kennedy's
Pegs: ....Tommy Eriksson
Foot controls: ....Tommy Eriksson
Gas tank: ......Tommy Eriksson
Oil tank: ....Tommy Eriksson
Seat: ....Mike Meastes
Mirrors: ....none
Grips: ....Harley-Davidson

Front end
Type: ....Harley-Davidson Springer, 18 inches over extension
Builder: ....Tommy Eriksson

Wheels
Make: ....Mats Junkka
Size: ....19-inch front, 15-inch rear
Tires: ....Dunlop front, car tire rear
Brakes: ....stock drum front, ISR rear

Photos: ....John Wycoff

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SEX OR SCOOTERS: TAKE THE HIGHWAY

"Yeah, it all pretty much filtered down to either riding or having a sex life. Something had to go, so I sold the bike." Unsure if I had understood Jimmy correctly (maybe all of that propaganda regarding excessive alcohol consumption and brain damage was, in fact, true), I offered a confirming inquiry: "You mean you gave up riding for a piece of ass?"

"Well...yeah," he replied. "That and the other stuff, you know. I made the right decision. She's a cool chick." Now I'm speechless — a cool chick? I don't think so.

Having talked with this dude for a couple of hours, I was convinced that he was the real deal—he clearly had the fire in his belly for riding. Unfortunately, his "significant other" (significantly other-than-what, I don't know) effectively extinguished that flame after the "devastating" motorcycle crash, which left Jimmy with one broken finger and virtually no damage to his scooter. The ultimatum came down: "Me or the bike—your choice." She never actually said she'd leave him, but implied that if the Fat Boy didn't disappear, the only thing soft, warm and fuzzy in Jimmy's future would be a Cocker Spaniel. Cool chick indeed.

This is not an isolated case. In fact, variations of this story occur so frequently that there must be some gender-specific psychological factors involved. Are women just evil ball-busters, intent upon dominating their men and draining the life from them like an egg-sucking snake, leaving only an empty shell behind? A few.

Are men so obsessed with the "golden triangle" that many are willing to sacrifice their dignity, free will and self-respect just to stay "in the zone?" You bet. But most couples that find themselves in this predicament are not really happy about it. Furthermore, they're not even sure how (or more importantly, why) it happened in the first place. In an attempt to gain a deeper understanding of the opposite sex, let's unravel the mystery that surrounds this classic power struggle and hopefully, get some of these boys back in the wind. Dr. Phil: take notes.

Women, characteristically, are nurturing. Their DNA is programmed for saving the whales, kissing boo-boos and protecting their loved ones, even if it means bleeding their souls dry in the process. ("It's for his own good—he'll thank me later.")

Men are...well, different. We're the adventurers: the risk-taking, dinosaur-hunting primal warriors. We need equal parts of testosterone and adrenaline surging through our bodies in order to feel alive and occasionally, we really like scaring the living shit out of ourselves. See the conflict?

Problem is, some individuals take these intrinsic motivations to extreme. Wintertime back in grade school, Mrs. Johnson bundled up little Donald so tightly, that she practically suffocated him in a maternal cocoon. The kid never had a sniffle, but being unable to move around much, he was not allowed to join in any reindeer games and was teased incessantly. (Probably grew up to be a serial killer.)

An acquaintance of mine has a penchant for pulling 70-mph wheelies...on the freeway...during rush hour. Several of us have a dead pool going on Evel Lite and the pot is growing. Fortunately, for the more moderate among us, there is hope.

Compromise and understanding is the 20W-50 of relationships. Nobody is going to get everything they want, so focus on the fundamentals. Sex and scooters: Yes, you can have both. But be forewarned...this could get ugly.

Appeal to her sensitive side: Explain what riding means to you."I'll be happier, and I'll love you even more knowing you support my passion, which, incidentally, pales in comparison to my devotion for you."

Negotiate: Give her something she wants. "Cupcake, you know those season tickets to the ballet you've always wanted? Thought I'd hop on the bike, scoot downtown and snap 'em up. Whaddaya think?" (Look, I never said this would be painless. You want to ride don't you? So stop whining.)

The practical approach: Purchase a $2 million life insurance policy-double indemnity in the event of death-by-motorcycle. If a minivan ever decorates the carpool lane with your vital organs, she buys a Mercedes, takes a Caribbean cruise and has a torrid love affair with the Portuguese cabin boy. Should help her through the grieving process, don't you think?

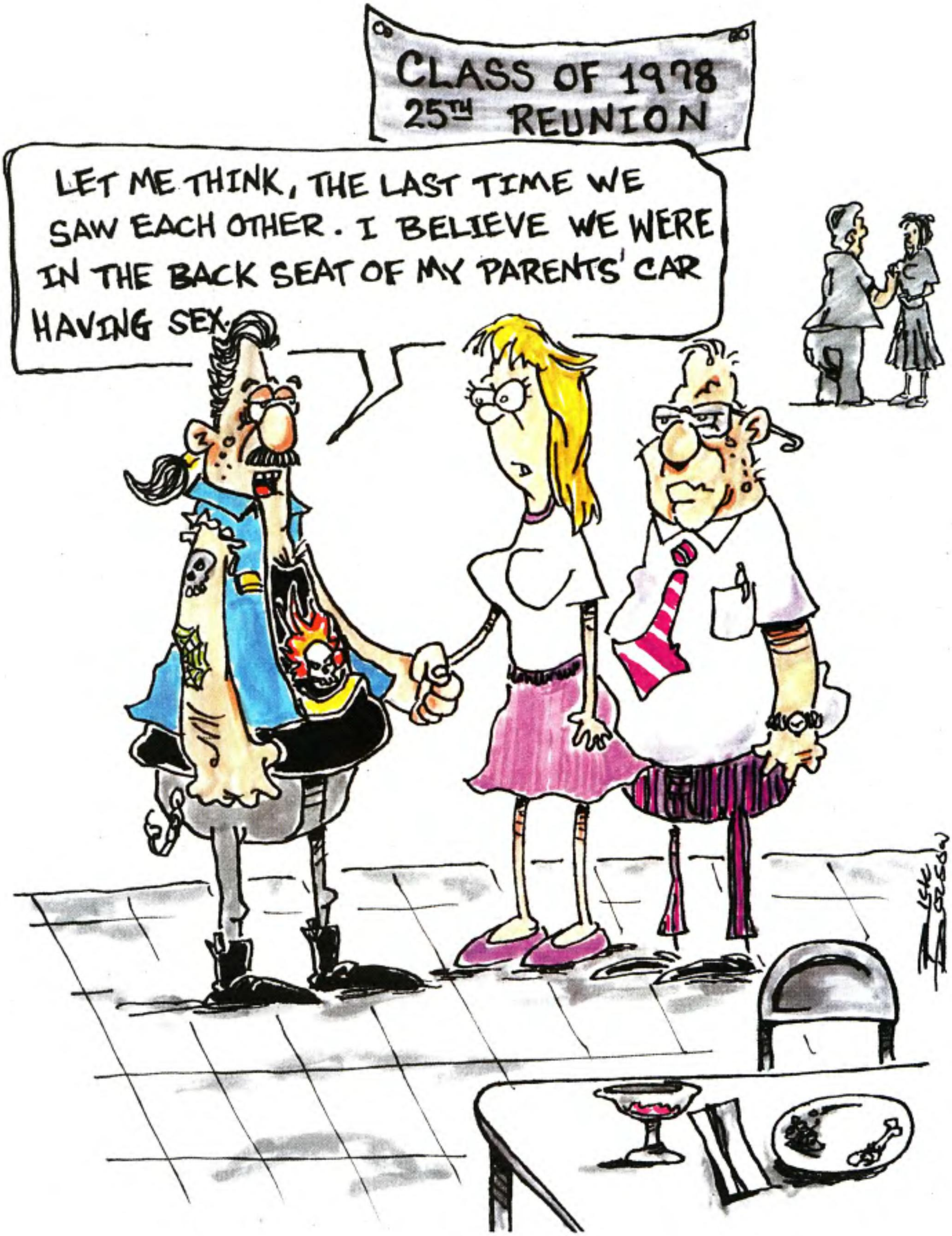
Flattery: "You would look so hot, cruising down the strip in that little black leather halter top; all of the soccer moms would hate you!"

Should all of these techniques fail, your final option is to call her bluff. That's right—she's bluffing. She's betting that you won't risk being labeled as a hedonistic, self-centered Neanderthal for choosing a stupid motorcycle over a self-sacrificing, boo-boo-kissing, chocolate-chip-cookie-baking love buddy who has given you the best years of her life.

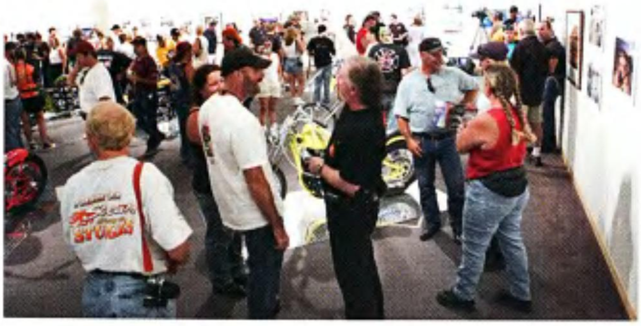
Tell her you have no problem with that. (To gauge the effectiveness of this approach, time how long her mouth remains open after you drop this little bombshell.) Follow through by proposing the scenario of portraying her as an evil ball-buster; intent upon dominating her man and draining the life from him like an egg-sucking snake, leaving only an empty shell behind. (Again, time the open-mouth period.) I told you this could get ugly.

However, should your little Sugar Tulip ultimately prove to be of the insanely stubborn variety (most likely of Scandinavian descent) and adamantly stick to her "my way or the highway" tirade, you know what you gotta do pilgrim. With that Marshall Tucker tune playing in your head, fire up the bike and bid *adieu* to that carbon-based black hole with boobs. Secure in the knowledge that your scooter will never force you to give up a woman, celebrate the reality that you are, finally, a happy, hedonistic, self-centered Neanderthal. Take to the highway.

—Ron Danielson


CLASS OF 1978
25TH REUNION
LET ME THINK, THE LAST TIME WE SAW EACH OTHER. I BELIEVE WE WERE IN THE BACK SEAT OF MY PARENTS' CAR HAVING SEX.

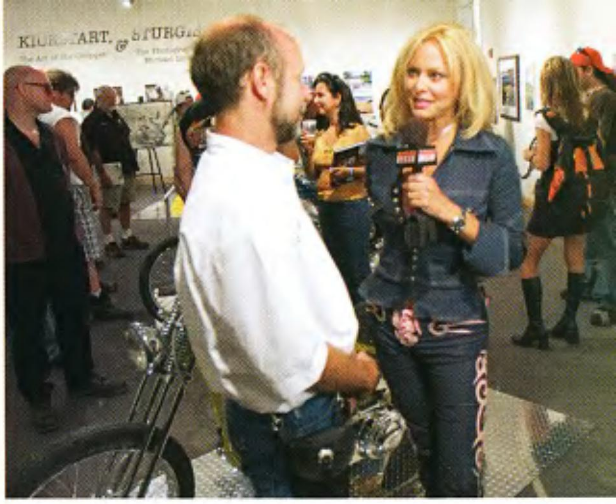
MICHAEL LICHTER'S ODE TO OLD SCHOOL **BY MIKE SEATE**



KICKSTART

What makes a chopper a chopper? That question was put to a dozen of the custom motorcycle industry's leading builders in the weeks leading up to the annual Black Hills rally in Sturgis, South Dakota, by *Easyriders'* moto-photographer Michael Lichter. More than just curious, Lichter had posed the question to bike builders as they prepared machines for a unique exhibit held at Rapid City's Journey Museum titled *Kickstart: Art of The Chopper.*

The show, according to the hard-riding shutterbug, was aimed at allowing chopper builders to express their unique take on the art of stripped-down, pavement-hugging Harleys in both words and metal. Lichter, who was busy promoting his newly released book of photography from the Sturgis rally, expected some wildly varying responses to the chopper question and he more than got what he was looking for.



"A chopper, in my opinion, is just an engine, a frame and nothing you don't need," said Billy Lane of Melbourne, Florida's Choppers Inc. Lane illustrated his spare, straightforward take on bobbed bikes by rolling in with a shovelhead stretch-bike sporting a springer front end with no front brake, minimal, hand-pounded sheet metal work, and a set of Siamese exhausts—without mufflers, naturally.

Lane's chopper was followed in the minimalist department by a fine, 1960s' style longbike from Sugar Bear, one of the West Coast's least-recognized, but most-talented chopper craftsmen. Based around a classic 1948 panhead motor, Sugarbear's black-and-chrome L.A. chopper rolled along on one of the builder's handmade springer forks some 22 inches longer than stock and sporting raked rockers on the spooled spool front wheel. Nice.

"You don't need a front brake or a lot of fancy billet aluminum parts or a 120-inch motor on a chopper because to me, choppers are meant to be slipped between lanes of cars on the freeway or cruised like a Lincoln Town Car," he said, a sentiment backed up by the overwhelmingly old-school look of most of the machines on display.

New Yorker Indian Larry showed up with a wicked gold metalflake rigid panhead built as a tribute to the late car and bike customizer Ed "Big Daddy" Roth who started *Choppers*, the world's first custom bike mag. Larry interrupted a busy schedule filming a series for TV's Discovery Channel to attend the reception and traveled the better part of a week from the East Coast aboard his newly built rigid.

"To me, choppers don't necessarily have to roll on fat rear tires or long forks—the original choppers and bobbers were the sportbikes of their day—you stripped them down and made them lighter so they'd go faster," he explained.

That concept was reflected in a sleek, 1950s-era chopper built and designed by Lynn Ashcroft, a machine that borrowed heavily from the old boardtrack racing days. Ashcroft's "Hellbilly" chopper cranked to life via twin Morris magnetos mounted in S&S cases, while a rearward-facing S&S carb and hand-bent exhausts topped off an 88-cubic-inch Flathead Power mill. The Weerd Bros. chassis was crafted to replicate every line and detail of a vintage Harley knucklehead frame, right down to the welded lugs and castings. A jet black paint job with black powdercated spoked rims and a classic "8-Ball" motif placed Ashcroft's chopper right in the middle of the 20th century,

Photos: Michael Lichter and Steve Temple

a time, the builder says, was the epoch of the true chopper era.

"I think what makes the early choppers and bobbers so cool is that they are all cut and chopped down to the barest basics," Ashcroft said. "They're the small block '32 Ford street rods of the motorcycling world and that means they should never have anything on them that's not useful."

Besides machines from the skilled hands of some of the world's biggest names in custom bikes—Paul Yaffe, Arlen Ness and Denver's Choppers resident molding wizard "Bondo Mondo" Porras (who, incredibly, showed up with a motorcycle he'd first built and painted back in 1969, only to refurbish her for the show)—there were a few historical choppers on display as well.

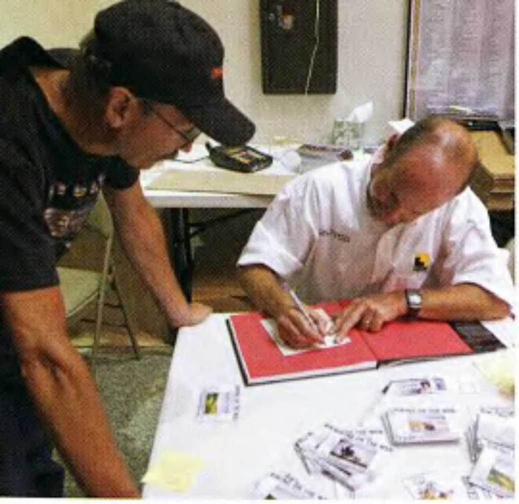
John Parham of J&P Cycles fame showed up with the original stars-and-stripes bedecked panhead chopper once piloted by Peter Fonda in the 1970 film *Easy Rider* (built from parts of the chopper seen flying through the air and exploding in the film's finale). Purpose-built for the film by California biker/actor Dan "Grizzly Addams" Haggerty, the Captain American bike was based around a1952 panhead 74-cubic-inch motor and a chromed, hardtail frame. Parham said the bike epitomized the chopper for him, as it remains one of the world's most imitated custom motorcycles.

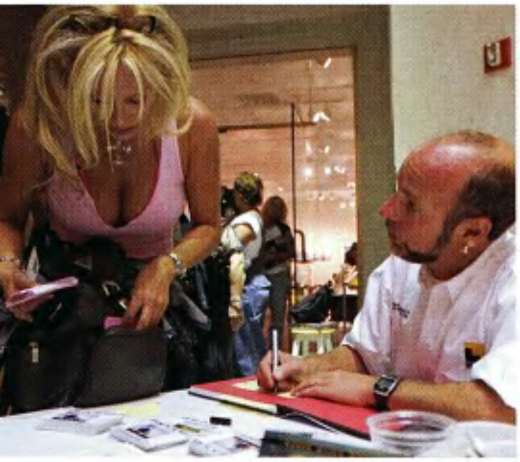
"For a lot of people, this was the first chopper they ever saw and the image has stuck. People are still building choppers to look like this one," Parham said.

In addition to exposing the works of heavy-hitters, Lichter's *Kickstart* show previewed some emerging chop-a-holics just entering the international spotlight. Billy Aaron of Kerrville, Texas, for instance, captured the post-WWII era of bobbed Hogs with his JD-model replica chop, replete with triangular olive drab gas tanks and a drilled tractor-style seat on the rigid frame.

Hundreds attended the opening reception for *Kickstart* and we heard they even ran out of cold beer for the enthusiastic crowds. With choppers dominating the spotlight from cable TV to the malls and Main Streets of America, there will likely be as many different opinions of what constitutes a classic, cool chopper as there are talented people willing to build them. And at *Kickstart*, visitors got a chance to see for themselves how diverse that vision has become.

Mike is a longtime biker and author of Choppers *by Motorbooks.*





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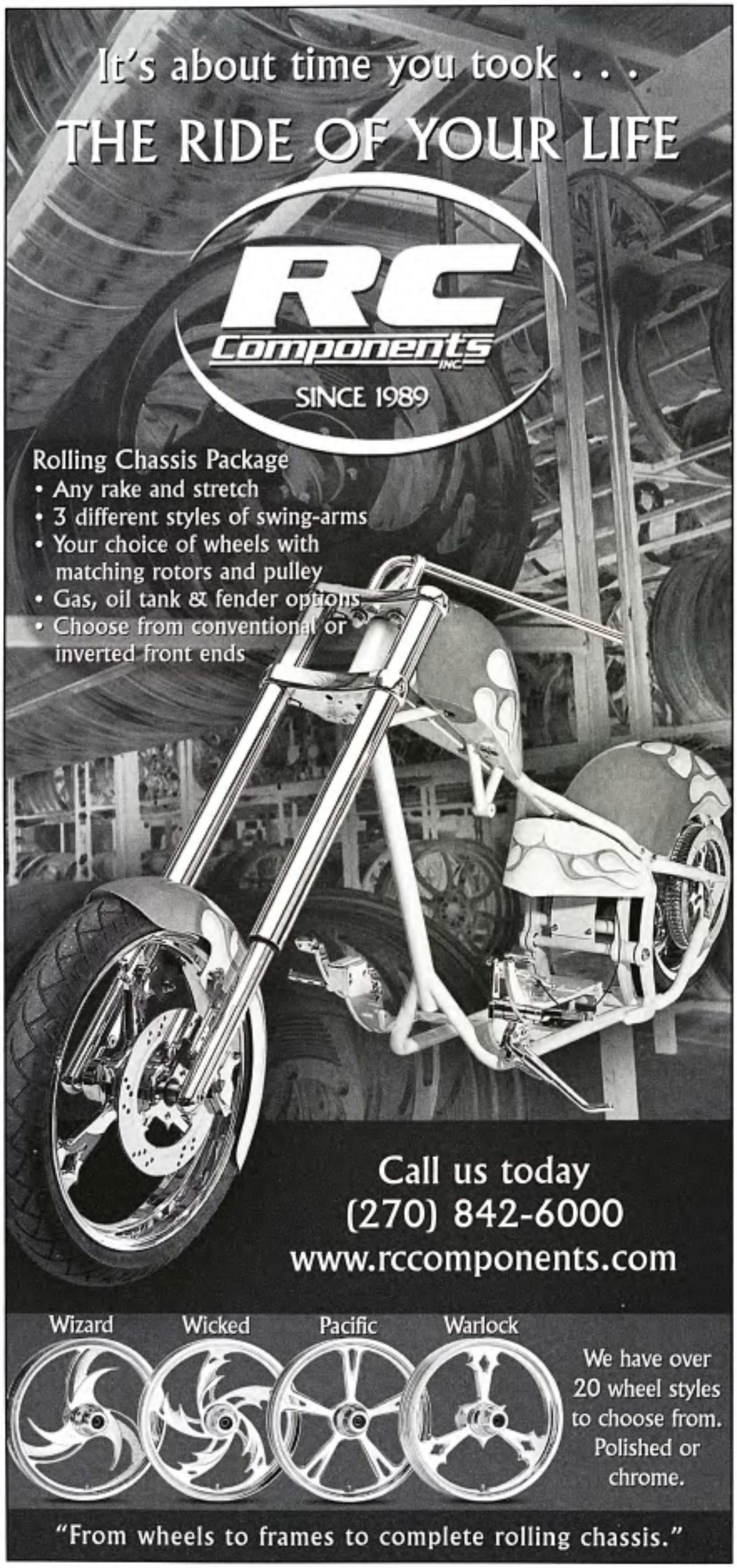
A TRUE ROAD TALE **BY SAMUEL LILY**

Never Look Back

I awoke early and lay silently in my bed beside my old lady. She was still asleep. I ran my tongue over my teeth to remove the bitter aftertaste of beer and smoke. I needed coffee. I quietly got up and checked that I hadn't disturbed her. She looked so peaceful and pretty. Even delicate.



I made my way downstairs and switched on the kitchen light and turned on the gas. Whilst I was waiting for the kettle to boil I opened the French windows and stepped outside and lit up a cigarette. It was still dark but the first signs of morning were breaking through. The air was still and quiet and I blew out a feather of smoke, which drifted off slowly twisting and curling in front of me. I could tell it was going to be a good day.

I made the coffee strong and black and collected up my clothes from the arm of the sofa where I had left them the night before. It was still quiet upstairs and so I made my way out of the garage and opened up the doors.

The Road King stood proud and polished. I studied the custom paint job and smiled to myself. I plunged the key into her ignition, swung a leg over the leather seat and made myself comfortable while I sipped my coffee. I felt as though she was part of me. We fit together so well.

I finished the last of my coffee, reached over and placed the mug on the bench beside me, and, without really thinking, pressed the starter. The big twin guns fired up without hesitation and she rumbled to life. I reached over for my jacket and pulled on my lid. Then I squeezed the clutch, dropped my toe down and it engaged with a metallic clunk. I eased back the jiffy stand with my foot and pulled out into the silent street.

Heading out of town I took a back road that I loved and rumbled out towards the hills. The sun was just coming up and its rays spread out across the landscape in front of me like long golden fingers. As I tore through the wilderness I felt like I was the only human being left on the planet. The cool fresh air wiped across my cheeks and made me feel alive.

I checked the gauges and I noticed that I needed gas. I knew of a small town not far away that had a gas station and so I eased the throttle back to save gas and cruised the rest of the way, winding around sweeping roads clear of any traffic and enjoying every second of it.

I pulled up to a pump and killed the motor. Everything was still and silent. It was too early for the gas station to open and so I pulled out a cigarette and lit it while I thought this problem through. I was expected for work at 9 a.m., and if I couldn't get gas soon then I'd be late.

I sat sidesaddle, looked around me and dragged on my cigarette. This

wasn't a bad town. It was small and pretty with a row of colorfully painted houses lining the main street. There was also a nice-looking bar just across the street and I promised myself to try it out one day soon.

Suddenly I noticed someone across the street watching me. A girl. She looked to be around 19 or 20 years old and was mighty pretty. As I finished my cigarette and flicked the butt out across the road she crossed over and made her way to where I was waiting.

As she got closer I could see that she was really a good looker. She was slim and her hair was long and black, tied back into a ponytail. She was wearing jeans that fitted her well and a black tight-fitting T-shirt that showed off her figure.

As she approached she nodded and whispered, "Hi there."

"Hi." I said, as I studied her a little closer.

"Need gas?" She asked.

"Yeah. When does it open?" I asked as I nodded towards the gas station office.

"It doesn't. It closed down last month. Daniel Silverman's dead. He died last month. He owned the place."

"Oh, that's great!" I muttered. I looked at the girl and noticed her eyes. They were bright blue and sparkled. A sympathetic smile broke out on her lips and she said, "I've got some gas at my place. You can have it if you like."

"That would be great. Where's your place?" I asked.

"Up there." She pointed up into the hills behind the town and then added, "It's not far."

She put her hand onto my shoulder and cocked her long leg over the saddle and sat down behind me.

"Nice bike." She said but her eyes never left mine.

I slipped my helmet over my arm and pressed the starter. She gripped her arms tightly around my waist and pressed her body close to mine. "I'll show you the way," and she pointed down the street.

We cruised off at a gentle pace. It was good to feel the wind in my hair and to have a different girl on the pillion. She held me tightly as we wound our way up the narrow road, which led across a wide river in the valley before it started to twist its way up through the trees passed wide natural pastures and meadows.

She shouted out directions and soon we came across an old, unpainted wood house set in a beautiful meadow. A dirt track took us up to the house and I switched off the engine.

"Nice place." I said, as I looked around. An old timber barn was filled with hay and an old tractor sat lame on two good tires. The porch looked cozy with the swing sofa and a couple of old arm chairs. A perfect place, I thought, to sit with a cold beer and watch the sun go down. "Do you live here alone?"

"I do now. My mom passed away last year. And my dad, Daniel Silverman, well...." She paused and dropped her head.

"I'm sorry."

"So am I. He was a lovely man. I miss him a lot."

She pulled herself together and said, "The gas. It's in the barn."

We made our way over to the barn and we chatted comfortably. She told me that since her folks had gone she was finding it difficult to run the place. It needed work. The house was in need of repairs and the gas station in town had been her only means of a living. Now that it was shut down things were getting tough.

I found the old, green, ex-army jerry can and we made our way back to the bike. As I filed her up the girl said, "Want a coffee?"

"I could do with a cup. Yeah."

She turned and made her way up to the house and disappeared through the door.

I secured the cap on the Road King's tank and walked over to the house. I put the jerry can down on the porch and went into the kitchen. She was just pouring the hot water into the mug. Without looking up she asked, "What's your name?"

"Daniel. Daniel Rain."

She looked up and held out the mug of steaming coffee.

"I like you, Daniel Rain," she whispered.

This took me completely by surprise and she must have seen the panic on my face. She smiled and looked down at the floor.

"I'm sorry to embarrass you." She said, still smiling, "but the men around here are all half-wits. They are boys, not men. You seem different."

Suddenly an image of my old lady flashed into my head. I considered her for a moment and then I reached out and took the coffee.

We talked some more and I was really getting to like this girl. She was pretty, but more than that, although she didn't talk too much, she had plenty of sensible things to say. We seemed to agree with most things.

The hours passed and I suddenly noticed the time. "Shit!" I thought, but no sooner had I thought about the consequences of missing another day at work and the hassle I would receive from my ol' lady when she found out, I relaxed and thought, "What the hell!"

Suddenly a clap of thunder shuddered the house around us and I looked out of the window. It was starting to rain pretty heavy.

"Shit! My bike!"

We both rushed outside into the rain. We pushed the bike into the shelter of the old barn, but by that time we were both drenched to the skin. We looked at each other and both started to laugh.

"Come on inside and get those clothes off. I'll dry them for you over the range."

The sun was getting low and it was time to close up. There was a row of polished, pre-owned Harleys lined up along the front and I started to pull them into the showroom one by one. It had been a good day. One bike sold and two in for service. Gas sales had also been okay.

I finished up, set the alarm and locked the doors behind me. I got on my Road King and pulled out of the gas station. As I reached the street I looked back. The old gas station had been transformed in such a short time. The pumps gleamed and the bike showroom looked good.

I pulled out and headed away from town, across the river and up into the hills, winding my way home though the trees and meadows. The Road King was used to this route now and we carved those turns, scraping the footboards on each bend.

I reached home. The old place was looking good now although it had taken some pretty hard labor. The barn had been fixed up, too, and even the old tractor sat proud in its new paint and fresh tires.

My girl was waiting for me, sitting on the porch reading a book. She waved at me as I pulled up the dirt track and parked the bike in the barn.

Two bottles of cold beer were waiting on the table beside her. I took a seat and she reached out and held my hand. I smiled into those blue sparkling eyes of hers as I picked up a bottle of beer and took a sip.

The sun was just going down and it cast its soft, dappled light through the trees and flushed our faces with a deep auburn.

"Good day?" she asked.

I smiled and nodded. "Good life." I replied. ■

TO HELL WITH SUPERSTITION
BY BRAD CHADWICK

LUCKY 13 RUN

A faint rumble breaks the silence of the still morning air, like some peal of distant thunder. It gradually draws closer and increases to a deafening roar. Is this some type of attack or an otherworldly demon perhaps? After all it is Friday the 13th, a day filled with superstitious lore. The people all around you seem strangely calm, almost eager to see what this sound brings with it.

To many of you, the sound would easily be recognizable because nothing sounds sweeter than the roar of a Harley, except maybe the sound of thousands of them. For the locals of Port Dover, Ontario, Canada, this has been a familiar occurrence since 1981. They've learned to say, "to hell with superstition," and "hello" to as many bikers as care to pay a visit.

Port Dover is a small fishing community of some 5,500 people, nestled on the north shore of Lake Erie in Southern Ontario. It's a quiet, friendly town, with a great beach and quaint shops. Twenty-two years ago, a man named Chris Simons, who owned a local bike shop, decided to get together with a few friends at the local hotel. These friends were also

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motorcycle enthusiasts and word got around to others. In all, 25 people showed up that night, Friday the 13th of November, 1981. The night was such a success that they decided to meet again every Friday the 13th. Word of the gathering traveled quickly, and before they knew it, the party grew into an event, and now it is the largest biker event in Canada.

Try to imagine that this town of 5,500 people grows to include over 60,000 bikers. The small community undergoes a metamorphosis into a rolling mass of leather, chrome and steel. The Friday the 13th Bash is no longer just a meeting of a few friends over a few beers at the local bar, it's now a full-scale biker happening with plenty to see and do.

The hotel where it all started is still there, and although the name has changed, it still has all the charm it had back when this shindig began. There are also beer gardens around town, as well as a huge show-and-shine ride-in bike show, a fashion show, aftermarket vendors, displays, lots of entertainment, and thousands of happy brothers and sisters.

Camping is available as well as other accommodations such as hotels, motels, bed & breakfasts, etc. All accommodations are booked within a 40-mile radius of the town in anticipation of the event. No one has ever been turned away from camping yet, so as long as you don't mind a bit of roughing it, you are guaranteed a place to crash.

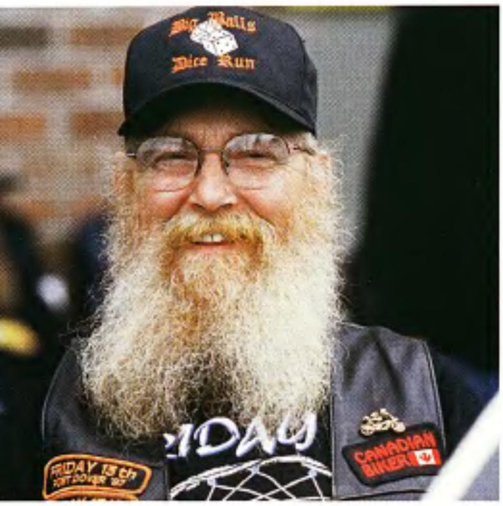
In 2003 there was only one Friday the 13th on the calendar and the number of attendees was estimated to be as many as 100,000 bikers. Luckily, in 2004 there will be two Fridays that fall on the 13th, one in February (for all you hearty souls who don't mind a little freezing weather) and another in August (which should be a little more camper friendly).

Cost of the event? Believe it or not, this run is free! You can't go wrong with a price like that. If you don't own a bike, no sweat, spectators are welcome too. Of course if you don't like beer, great music, tons of cool bikes, and just plain having fun, then this event may not be for you.

Otherwise, mark your calendar for 2004 and plan on coming. Very few things in life come with a guarantee these days, but this one does: an ironclad guarantee that you'll have a good time. To hell with superstition, let's ride!

For info on the Friday the 13th Run visit www.pd13.com.

Photos: Brad Chadwick, Bear Mountain Images



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2/13-2/15	Open
2/20-2/22	Open
2/27-3/7	Bike Week - Daytona Speedway-Daytona, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side H-D - Bellevue, WA
4/9-4/11	Open
4/16-18	Cycle Center of Fremont, Ca
4/18-4/20	Open
4/22-4/25	Laughlin River Run - Laughlin, NV
5/7-5/9	To be announced
5/13-5/17	Crazy Horse - N. Myrtle Beach, SC
5/21-5/23	To be announced
5/29-5/30	Doc's Harley-Davidson - Kirkwood, MO
6/4-6/6	To be announced
6/12	J&P Cycles - ???, IA
6/17-6/20	Laconia Bike Week - Laconia, NH
6/22-6/24	Honda Homecoming - Marysville, OH
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/23-7/25	To be announced
7/29-8/1	Milwaukee Rally - Milwaukee, WI
8/6-8/8	To be announced
8/1-8/3	Gerencer H-D - Elkhart, IN
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	To be announced
8/27-8/29	To be announced
9/3-9/5	Lost Hills Rally - Council Bluff, IA
9/9-9/12	Delmarva Bike Week - Ocean City, MD
9/17-9/19	To be announced
9/24-9/26	To be announced
10/1-10/3	To be announced
10/8-10/10	To be announced
10/13-10/16	Biketoberfest - Daytona Beach, FL
10/22-10/24	To be announced
10/29-10/31	To be announced
11/6	Stone Mountain H-D - Lilburn, GA

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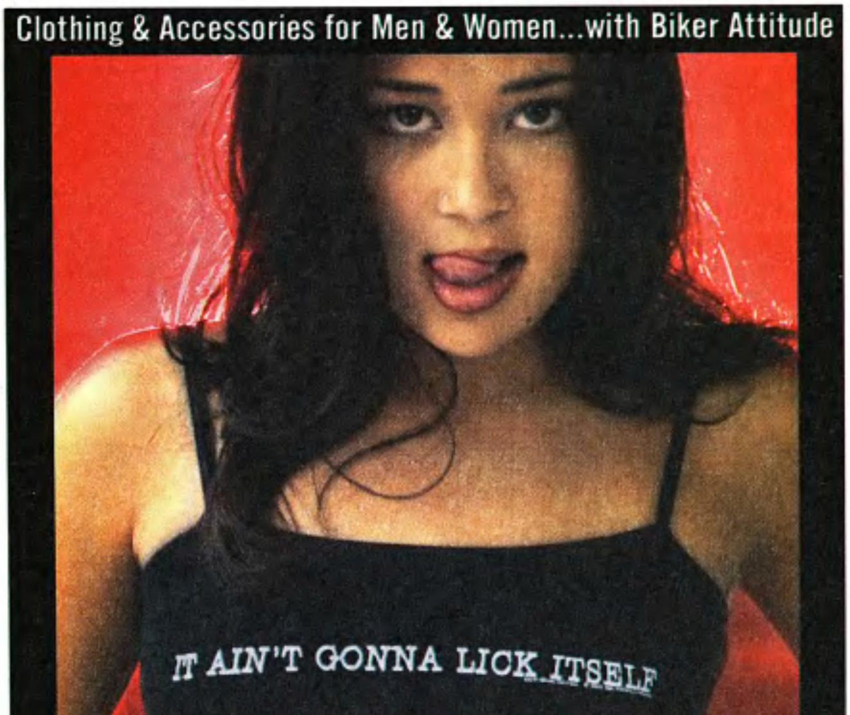
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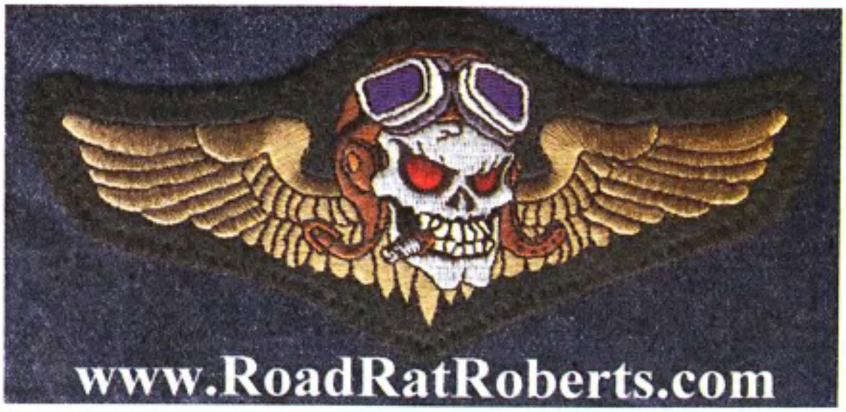

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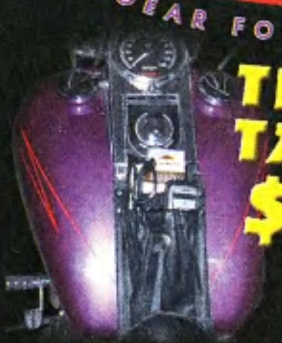

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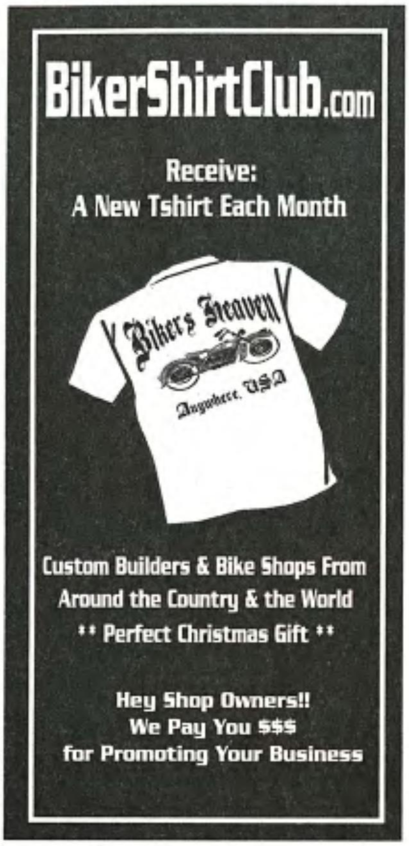

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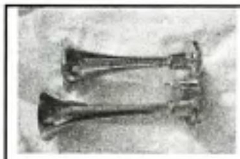

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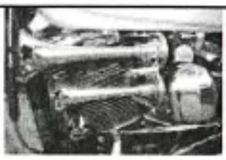

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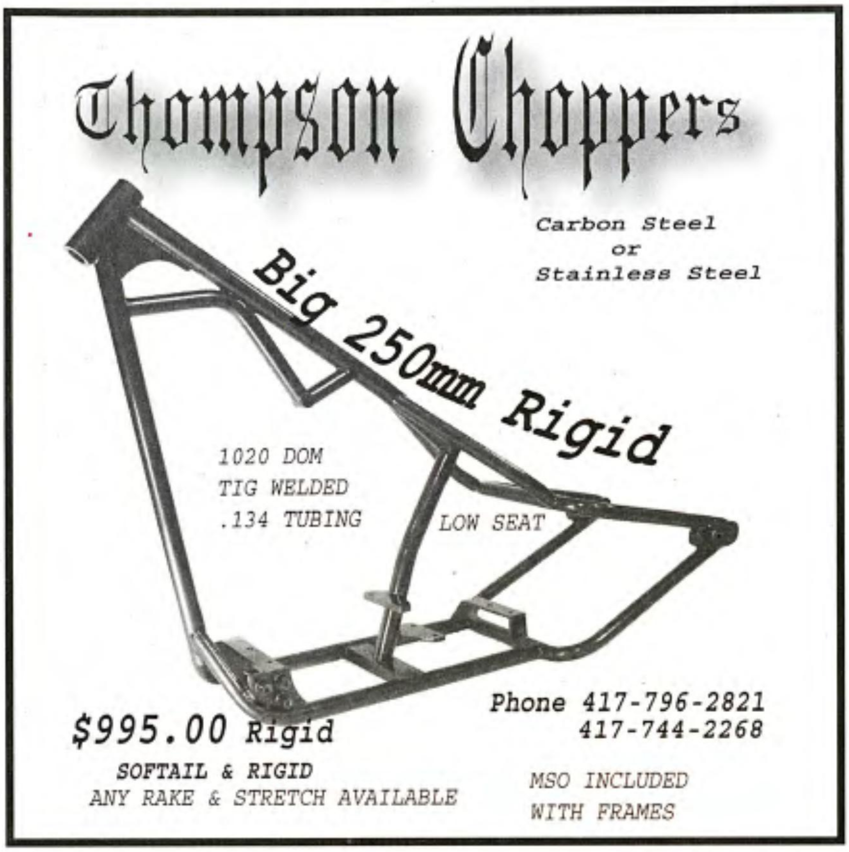
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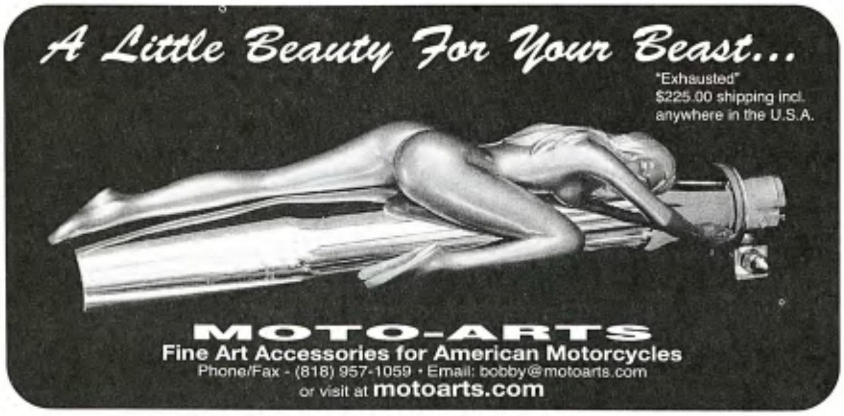
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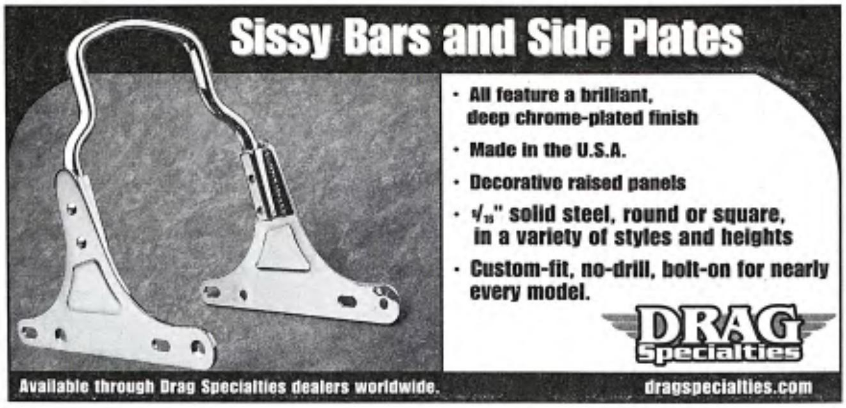
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National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a,4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

PRO-ONE'S NEW RIGID LOUNGE LIZARD

A Rolling Chassis That Won't Be Left Lounging In The Garage

Unless you've been living under a rock this past couple of years you know how hot choppers are today. The pro-street look is still alive and well—as droves of them can be seen cruising the local scene on the weekends—the chopper has also come a long way since the days of spindly girder front ends, twisted Z-bars, "King-and-Queen" seats and mile-high sissy bars. There's no denying that choppers are everywhere and there's no one as happy as this writer to declare that they are here to stay. More than a mere fad, choppers simply offer a great creative alternative for custom bike builders everywhere and for riders in search of a really cool and flashy way to be free and ride in style.

Well aware of the public's interest in choppers, Pro-One is now offering an exciting rolling chassis they call the Lounge Lizard. Based on a Pro-Fat rigid frame, the Lizard was designed to accommodate a 250-series rear tire. It features a 40-degree rake in the neck, a 5-inch stretch in the backbone and a 6-inch stretch in the downtubes. The frame is made from mild steel and is equipped with CNC-machined steel brackets and tabs. The rear wheel axle is mounted flush and comes with chromed covers.

Other features include a 1-inch offset transmission plate, custom-fitted oil tank with center fill hole, rigid fender struts, Pro-Fat 250, 11-inch rigid steel rear fender, Cobra steel front fender, chromed kickstand kit with angled mounting plate, Dagger steel gas tank with pop-up cap, chromed billet forward controls, Custom Chrome billet front end with 10-inch extended tubes, 5-degree raked, ball-milled fork clamps with bearing and race set and hidden fork stop kit, and 6-inch-rise Pro-One handlebars.

Wheels available for the Lounge Lizard include Pro-One's Sinister Series, black anodized 2-x-2.15-inch front, and 18-x-8.5-inch rear units, with 90/90H/21 and 250/40ZR18 Avon tires. Matching the wheel design, the kit comes with a black anodized, 70-tooth, 1.5-inch pulley, 11.5-inch black anodized brake rotors and 4-piston brake calipers.

Rounding off the accessory list are a diamond-style, vertical license frame assembly and bracket and a chromed headlight.

Retailing for $9,995, Pro-One's Lounge Lizard rolling chassis comes unassembled and in raw metal. It can be shipped in one single pallet box anywhere in the Continental United States for $350.

Choppers are all the rage and have never been so easy to assemble thanks to rolling chassis kits such as the Lounge Lizard. Pro-One has spent a good deal of time developing rolling chassis kits that not only use the latest, trendiest accessories for a radical look, but also feature correct geometry to give you a safer, more predictable machine that brings back the looks of yesteryears' crazy choppers while handling like a modern motorcycle.

—Lafayette

Photos: provided by Pro-One

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Celebrating Friction

Even early man knew that friction could be a wonderful thing, but it took mankind a few more millennia to come up with more practical uses for friction than those it already enjoyed (although, admittedly, rubbing two sticks together to make fire was about as practical as you could get).

Luckily, somewhere along the way, someone invented brake pads, but couldn't figure out what to do with them.

Again, luckily, another someone took the earlier someone's brake pads, studied them, and then built a whole motorcycle (and then a car) around them, thereby immediately giving mankind the most practical purpose for friction we can possibly imagine. Even today, that's still the case.

Today, of course, good friction abounds, and the makers and merchants of said friction have multiplied multiple times. Keeping tabs of these frictionairs (if you will) is something we have made one of our missions in life, and it is with this in mind that we present to you our most updated selection of friction purveyors currently available for the custom motorcycle market.

So, welcome to our 2004 Brake Guide, and may the friction be with you.

—Tripper

Drag Specialties stainless steel brake line kits are now available for most V-twins

Clear-coated stainless steel lines with chrome fittings are available for stock applications on most late-model big twin and XL models from Drag Specialties. These lines meet DOT specifications and are made in the U.S.A. They retail between $41.95 and $98.95.

See your Drag Specialties dealer for more information or click on www.dragspecialties.com.

Sprocket rotor kits are available from Eurocomponents

Eurocomponents says their sprocket-rotor kit fits all Harley-Davidson Softail and custom rigid frames. The kit includes a 51-tooth sprocket that works also as a brake rotor, a 2-piston brake caliper with brake pads, caliper bracket and all the necessary hardware for a successful installation. Thanks to the kit all mechanical components of the rear wheel are now on the left side, leaving the right side completely clean—a must for a true chopper, says Eurocomponents.

The sprocket-rotor is made of polished stainless steel and billet aluminum and is available only from Eurocomponents.

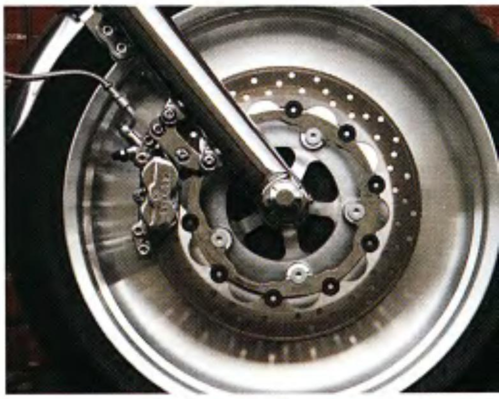
Contact Eurocomponents at 386-274-5729, or visit www.eurocomponentsusa.com.

Lyndall rotors and brake pads are available through Rivera Engineering

Sold exclusively by Rivera Engineering, the LRB "Onyx" brake pads are priced with the "economy" pads of their competitors, yet perform like premium pads, we're told. Lyndall's press release goes on to say that the LRB proprietary carbon-metallic friction material assures long life and efficient stopping power. In-house quality control ensures that every pad is up to spec both physically and chemically. The LRB brake pads are ideal for installation with rotors that are not new, as well as everyday street applications.

Rivera also distributes Lyndall's stainless steel brake rotor. Made of 420 stainless steel, these rotors are heat-treated and feature a highly polished finish. They are mounted on chromed steel carrier, and use special buttons that make for a quiet operation.

Call Rivera Engineering at 562-907-2600 for more information.



Performance braking from Pro-One

The Pro-One lineup now includes an expanded selection of custom-designed rotors and calipers. The latest collection includes new models (not shown) that bolt directly to the rear and right and left front Softail fork legs of 2000-2003 Softails. Precision machined from 6061-T6 billet aluminum and featuring a chrome finish, Pro-One billet calipers are available in both 4- and 6-piston configurations. Each of the calipers shown is available for left and right front and right rear Softail applications. Front calipers bolt directly to factory or Pro-One custom lower legs while rear installations on `86-up Softails is facilitated with the use of Pro-One's chrome-plated rear caliper hanger.

Complimenting their line of exotic billet wheel designs Pro-One's new "Generation 2" rotors feature centers CNC machined from solid billet aluminum to match any of the company's 18 wheel styles. Centers are finished in chrome and fit to an 11-inch polished stainless steel rotor surface. Rotors work with stock or Pro-One calipers. The 6-piston caliper retails for $499.95 while the 4-piston version sells for $419.95. Rear caliper mounting brackets are available for $139.95 and "Generation 2" rotors retail for $329.95.

Contact Pro-One direct at 800-884-4173 or visit them at Web at www.pro-one.com.

Drag Specialties 2-piece brake rotors

Drag Specialties has these high-quality 11.5-inch ductile iron rotors in stock now. Designed to offer the rider the best in braking performance, these rotors feature billet aluminum carriers that are chrome-plated for good looks. They are offered to complement the Drag Specialties laced wheels and rear pulleys.

Drag Specialties tells us that their Solis front rotors will not fit '00–'03 FLT/FLHT/FLHR models.

See your Drag Specialties dealer for more info or visit www.dragspecialties.com.

QTM Inc announces a Brembo brake upgrade for V-Rod

Brembo, a leader in both the development and manufacture of brake systems, offers a variety of brake upgrades to fit 2002 and later V-Rods. Brembo feels that being the most powerful bike in the Harley-Davidson line up, it only makes sense that the V-Rod should be equipped with the most powerful brakes in the world.

The brake system includes Brembo 4-piston differential-bore calipers, available in several finishes, and is available for use with the stock 11.5-inch discs or Brembo's cross drilled, stainless steel motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

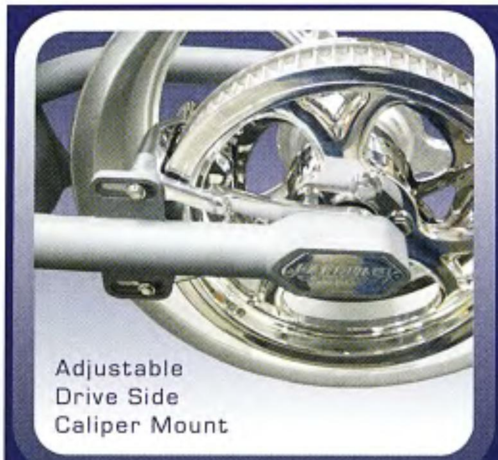
QTM Inc. also stocks a complete line of brake upgrades for Harley-Davidson bikes from 1984-2003.

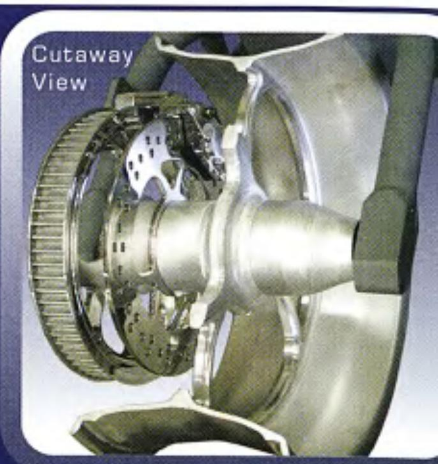
For more information, contact QTM Inc. 714-734-9726; e-mail: sales@qtmi.com.

Inboard brake setup enhances the look of today's custom bikes

Carolina Custom offers you a way to get a trick look with its new bolt-on rear brake kit. There's no need to grind, weld or sweat much to install this kit, says a recent product release. Carolina Custom offers the option of mounting the brake caliper on the drive side of the wheel for no additional charge if you purchase one of the company's frames. The cutaway view gives a closer look at how Carolina Custom designs their frame, wheel, rotor and brake caliper to work together seamlessly and with little hassle on the part of the bike builder.

Call Carolina Custom at 704-592-2355 or log on to www.carolinacustom.cc.


Adjustable
Drive Side
Caliper Mount


Cutaway
View

Deep Cut Rotors widens creative possibilities for the custom bike builder

Deep Cut Rotors set off to create the most unique motorcycle brake rotors on the market. To start things off you can choose from the company's selection of rotors, or you can work with Deep Cut Rotors' design staff to create a personalized custom rotor for your motorcycle. You can also use your own logo—the possibilities are endless.

Deep Cut Rotors are manufactured from 410 stainless steel to prevent rusting and provide superior brake performance. The rotors are cut by an Omega laser with nitrogen gas, allowing the most intricate of design patterns to be used. The rotors are then double-disc ground to precise dimensions for flatness, perfect parallelism and microfinish, producing a thickness of 208 inches with a superior flatness tolerance of .001-inch. The rotors are then polished to a mirror finish, brush finish or are available powdercoated in many colors.

Deep Cut Rotors tells us their rotors have been tested extensively with zero out of blalnce and are compatible with almost all brake pad materials. The rotors are available in 10-inch and 1 1-inch diameter for early and late model motorcycles.

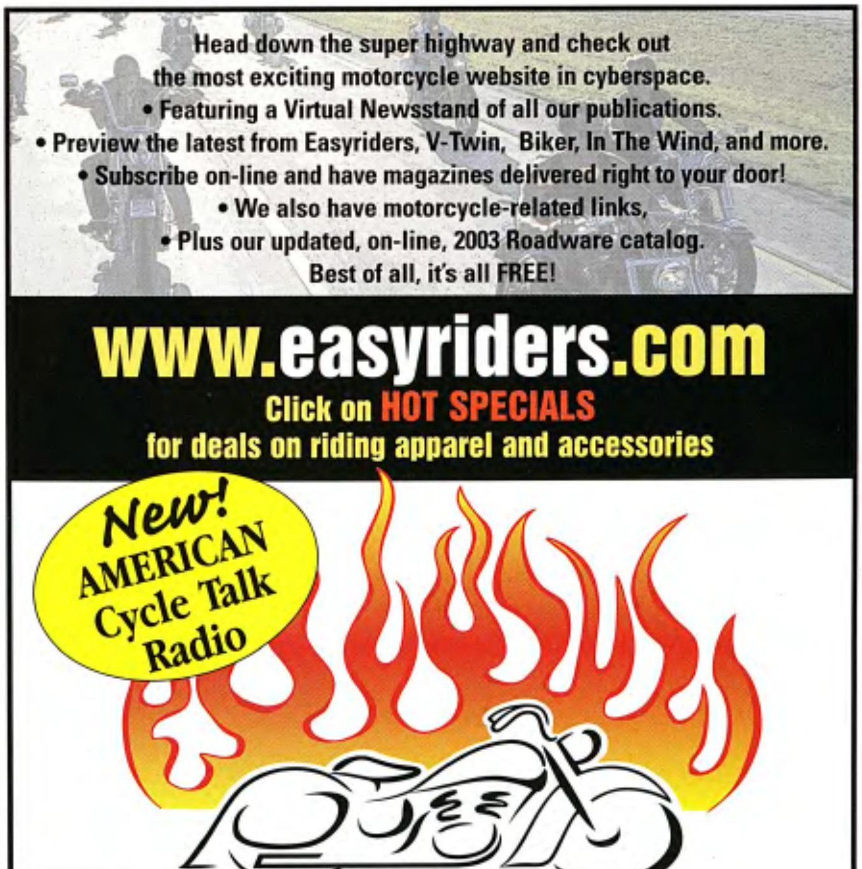
Deep Cut Rotors are the innovation and design of James Hull with the collaborative efforts of Pete Slaktowicz of Front Range Motorcycles and Mark Fritz of Precision and Design Manufacturing.

Check out Deep Cut Rotors at www.deepcutrotors.com.

Ness–Tech/Performance Machine 4- and 6-piston brake caliper kits

Arlen Ness and Performance Machine joined forces to provide what they call the most superior brake systems available. Featuring the Dynamic style and performance you've come to expect from Arlen Ness, these exclusive designs feature grooved patterns on both caliper sides and are CNC-machined from 6061-T6 billet aluminum. Available in both show quality chrome and polished, these brakes were developed to give custom motorcycles good looks and great stopping power.

Call Arlen Ness at 925-479-6350 or visit www.arlenness.com for complete access to all of Arlen Ness' Custom products.



Bendix motorcycle brake pads deliver consistent braking power stop after stop

Bendix brake pads are now available in five different friction compounds to suit various types and conditions of riding. Standard ceramic compound (prefix "MA") is a non-asbestos material that does not absorb water so it offers fade-free braking in all weather conditions. Supersport sintered metallic compound (prefix "MF" and "MR") offers excellent braking feel for high-performance street bikes. MX/ATV compound (prefix "MO") contains sintered metal to provide maximum stopping power and wear life under tough off-road conditions. Road Racing compound (prefix "MRR") is strictly for closed-course racing use. MX Racing compound (prefix "MOR") offers the ultimate in braking for use on the MX track.

All Bendix compounds are asbestos-free and formulated for fade and squeal resistance. Bendix says their pads will provide the same consistent braking performance stop after stop, regardless of weather and road conditions.

Bendix pads retail from $17.77 to $69.36, depending on compound and application. For more information please contact FTM Enterprises at 760-732-3161.

GMA 6-piston calipers with 12 5⁄8-inch disc are for big twin and Sportster applications

These 6-piston GMA setups are said to offer not only less unsprung weight but also provide 33% more brake-to-pad surface area for shorter stopping distances.

The 12 5⁄8-inch floating-type brake disc features a flash chromed ductile iron floater and a chrome-plated center machined from billet aluminum. Ductile iron is known for its extreme friction coefficient and anti-warping stability under excessive heat conditions and the floating design of the disc also complements the anti-warp effect by keeping the frictional heat segregated from the discs lightweight center, the manufacturer says.

The chrome-plated caliper is CNC-machined from 6061-T6 billet aluminum and features an integrated mounting bracket for improved strength. Its six progressively sized pistons have been designed to help in keeping the brake pad wear even while providing maximum clamping force.

These GMA brakes can be used with the factory brake lines, factory 10mm banjo bolt, factory disc mounting hardware and a 5⁄8- or 9⁄16-inch bore master cylinder. The setup comes with Kevlar-type brake pads and instructions and is distributed by MID-USA.

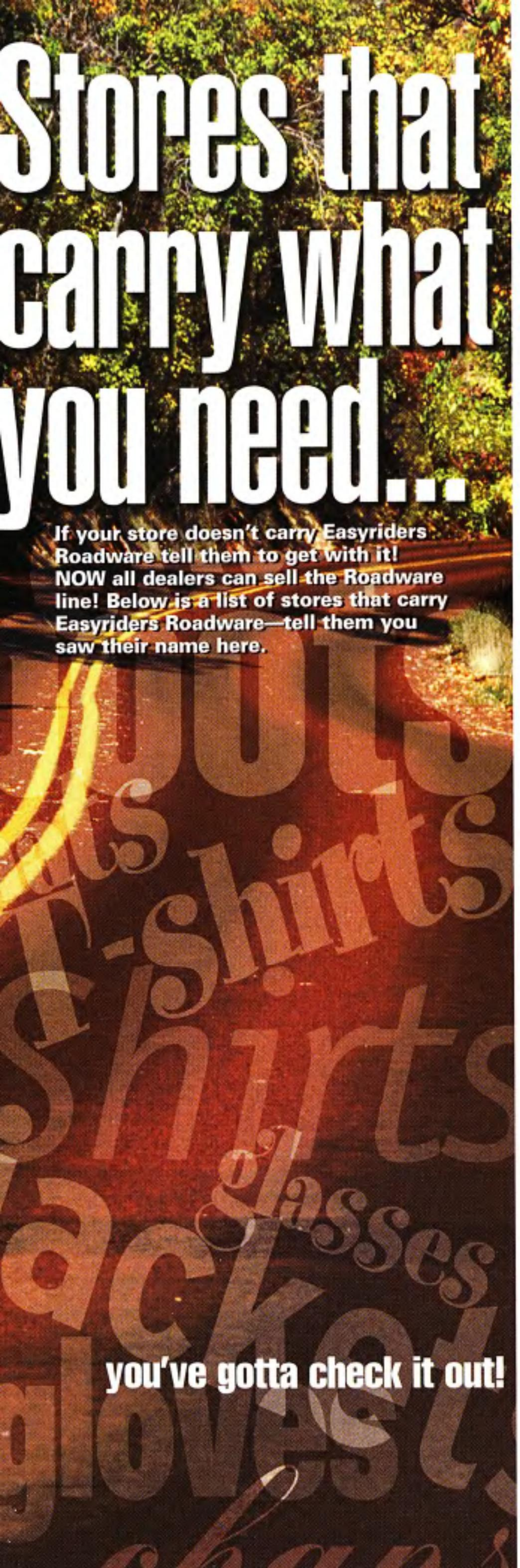
See your MID-USA dealer for more information or click on www.mid-usa.com.

PM differential bore calipers and 13-inch discs

Performance Machine's extensive line of differential bore calipers uses a construction and a design that increase braking power and feel at the lever by utilizing a smaller piston at the disc entry and a larger piston at the disc exit. Performance Machine says the result is more efficient pad-to-disc contact, reduced heat and increased braking power.

Combined with their 13-inch full floating rotors, these 6-piston, direct bolt-on brake calipers work with a stock or Performance Machine master cylinder. The calipers are available in polished, chromed or black anodized finish.

Call Performance Machine 714-523-3000 or visit www.performancemachine.com.



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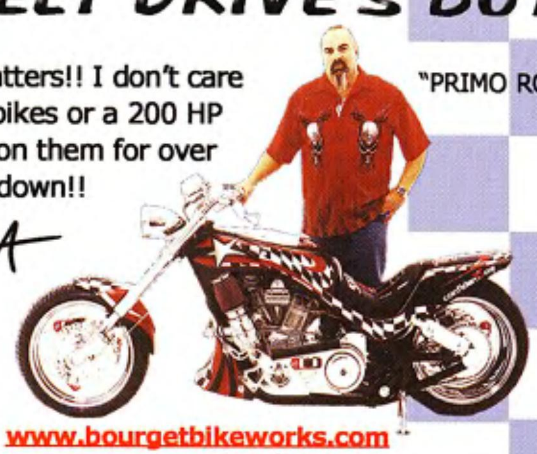

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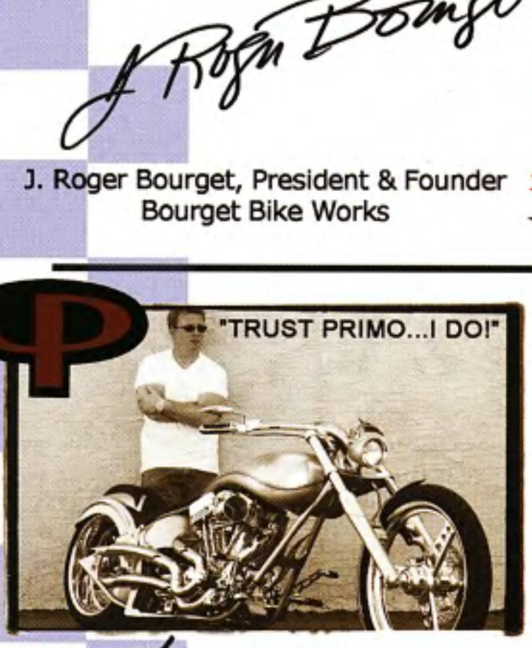

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ReadersRides

Todd "Slim" Hunt
Stillwater, Oklahoma
1998 Fat Boy

Meet Slim and Fat Boy, Oklahoma's newest dynamic duo. Most nicknames are pretty simplistic: Curly almost always refers to a bald guy, Tiny to the biggest dude in the group, and so on. Slim here, however, earned his nickname the hard way: by losing 100 pounds. And no, that's not why he got himself a Fat Boy.

A CNC machinist at Mercury Marine in Stillwater, his hometown, Slim wanted a Harley so badly, he got himself a second job as a technical assistant building show vehicles for a company called Kicker. When he had the necessary dough, he ordered the bike through Forman's H-D in, well, Stillwater. "I got to uncrate the bike myself," says Slim. "It was a very good day. And when I uncrated the bike, I told myself, I wanted to see my bike in *Easyriders*." Talk about goal-oriented!

"My very first project ever was a 1971 Chevy truck that had made six national magazines," Slim says, setting the stage. He rode the Fat Boy stock at first, but after 1,200 miles, it was time to make some changes. Slim tore the bike "down to frame, motor, and transmission." Everything that could be chromed was chromed, he adds. He got himself some Sturgis Daytona billet wheels with matching sprocket and a Thunderheader exhaust system. "But the most noticeable is the paint job done by Mike Robins of Oklahoma City," Slim says.

"My Harley was the best thing I ever bought for myself," he adds. "I've had so much fun and met the best people in the world. I ride my bike as much as possible when I'm not working two jobs to pay for it."

And the best part? "The license plate says SLIMHD," he laughs, "and it's on a Fat Boy."

—Tripper

Photo: Mike O'Dainel

ReadersRides

Kirk Pettry
Lynchburg, Virginia
1976 XLCH Sportster

Guess what? Kirk and this Sporty have a long history together. "My dad bought it for me on September 25, 1980," says Kirk, "when I was a senior in high school. It had 4,400 miles on it and was DayGlo orange with yellow and orange stripes simulating the famous AMF Harley-Davidson logo."

In August of 1981, Kirk says, he came up on a curve "a bit too fast and...you guessed it, I wrecked it." He put it back together in less than a month, had a friend paint it Firemist metallic, but he didn't like that. So he had the same friend paint it Heritage orange, but he didn't like that, either. But then the Day-Glo color "looked awesome at night," but that didn't matter, "because in August of '83, you guessed it, I wrecked it again."

Kirk left the bike in the garage for a couple of years until in the fall of '85 he took the frame to a local painter for some candy blue; then he hot-rodded the motor. He also spent two years looking for the double-throated S&S carb, which the previous owner couldn't get to work, he says. Finally, in the spring of 2000, he wrecked it again... well, "I backed into it," he explains. Oh wait, I forgot to let you guess. Well, never mind.

So then he tried to match the fenders with the rest of the paint, and it was during that process that... hey, you already guessed it, right? "Yeah, I plum scratched the flawless 16-year-old tank."

Since he had a new model tank handy, he salvaged the original rear fender from the '81 wreck and shot it the way it is here. "It was my first paint job ever!" he beams. "I was coached by David Reynolds at Harris Hawg Parts over in Lynchburg, and I even shot it outside in the bright sun!" Next, he says, he made the seat pan from the top of a 55-gallon drum and "talked a local upholsterer into letting me do my own stitching."

Does Kirk still have all his fingers? Your guess is as good as mine.

—Tripper

Photos: owner

Ed Young
Maryville, Tennessee
2000 Dyna Wide Glide

Ed can be trusted with any secret; he'll never reveal it, trust me. How do I know? Consider the following comments Ed made about his bike.

"I originally took the bike to Big Boar Productions for a wide tire kit," he says. No indication is given as to who or where Big Boar might be, because...well, it is probably because that might lead the Communists to them and then he might have to go somewhere else in the future. Smart thinking, Ed!

"Since we were going to replace the rear fender and have to paint, I decided to stretch and paint the tank," he goes on. Careful, dude! You might reveal too much here. The enemy is listening.

"Those modifications were followed by more until three months later, you see the final results," he adds. Okay, now that the cat is entirely out of the bag...he suddenly feels the need to divulge even more. "The bike is very strong and has won a number of shows."

Great, man! Now the Commies know, too. So much for keeping secrets. But then Ed goes on to include a whole list of ingredients of what got modified, and I'm almost loathe to publish it, because of the serious damage it could do to our international relations, especially at times like these. But, I just can't hold it.

The engine's drilled to 95 cubic inches, polished and ported, Keith Black pistons, Andrews cam, and a Mikuni 42mm carb; sports Vance & Hines Big Shot exhausts. The frame's raked to 40 degrees and lowered. There's a chrome rear swing arm with a 180 Avon tire, PM Seville wheels with matching PM brake calipers and 4-piston brakes. Küryakyn taillight and turn signals, mirrors, grips, and extenders, also. Badlands handlebars. Headwind headlight. Dakota Digital. Hot Match pop-up gas cap. Seat by LMF.

So, there you have it. And if you see a bike looking just like this in the streets of Moscow in the near future, it's all blabbermouth Ed's fault. *—Tripper*

Photos: owner

ReadersRides

Rickey Peppers
Albertville, Alabama
2000 Sportster 883

When you look at this Sportster, you're looking at a bike that's owned by a service man. In fact, Ricky Peppers is a Technical Sergeant and was, at the time we received these photos, stationed at the Tyndall Air Force Base in Panama City, Florida. But calling the number he'd given us only led to a local hotel there, where Ricky apparently was staying and, presumably, waiting patiently for further orders.

"Ricky Peppers hasn't been here since 2002," the friendly receptionist told us. In other words, we don't know where the hell Ricky is at this moment. Maybe he's back home in Alabama, outing around on this Sporty…or maybe he's in Iraq, dreaming of the day he and his true love are reunited?

What we do know, however, is that he loves this bike. At least that's what he told us. "It's a 2000 Sportster 883, bored to a massive 1200," he wrote us. "It's a great bike and no troubles. This bike is ridden every day, and I luv 'her' very much. If you feel she is deserving, please, I beg of you, please print her."

Well, Ricky, if you put it that way, how can we say no? It would have been nice, though, to include a little more info about your love interest so that I have something to talk about here. This is not making me look very good here, Ricky. But you know something? I'm a pro and I can handle this. Just sit back and watch closely how I fill up this empty space. There, see? Another couple of words just piling on top of each other, filling this white, empty space….

Anyway, wherever you are, Ricky—and we're all hoping you're not in Iraq, of course—let love blossom and enjoy your ride. We wish you and your lovely lady have a rosy future together. —*Tripper*

Photos: owner

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Take To The Road...

These days, it seems like the more custom parts that are produced, the more custom bike companies there are to build bikes out of 'em. Now, don't get me wrong, in the spirit of everything American, competition is a good thing. It only serves to increase quality through each builder's efforts to outdo the other guys.

...With A Vengeance

Just over a year ago, several fellas who were previously employed by several of the major V-twin "other" builders, sat around swillin' a few cold beverages, discussing what each had seen wrong in their respective organizations. Born out of the sharp-eyed revelations these boys concluded upon, came a new company called Vengeance Motorcycles. Based in Mira Loma, California, this relatively new company started way back in September of 2002 and is currently building six models of custom bikes aimed at riders tired of stock or even modified stock bikes. Their designs run the gamut from pro-street to their newest model, aptly named the Vertabreaker, in honor of its rigid frame and the effect such a chassis can have on one's anatomy.

The bike we got our hands on first was their Raider model, a hidden shock chopper built on a Daytec chassis that's stretched 6 inches up and 2 inches forward. Vengeance relies on Pro-One to supply them with the 10-over forks as well as many of the other components on the bike, from the wheels and brakes to the mirrors and grips. The geometry of the Raider gives the front end a slightly heavy "chopper" feel that might make folks with weaker forearms feel a bit sore, but considering the fact that there's a 250 tire out back, the bike is pretty well-behaved.

The ever-popular S&S 113 mill propels each of the Vengeance models, including our Raider. Plenty powerful, each motor is equipped with a Crane single-fire ignition and a Super G carb. The Raider spits its exhaust out of a set of Samson Uppercut pipes—the neighbors are gonna love ya, trust me. Each Raider is equipped with a polished 5-speed trans that, when combined with the Ted Metcalf-prepped S&S 113, has tall enough gearing to get you deep into the triple-digit ticket zone, no sweat.

All of the bikes Vengeance builds are 50-state legal and you can find 'em in just about every corner of the country—from Anchorage, Alaska, to Sarasota, Florida. During their first year in existence Vengeance pumped out nearly 500 scooters and signed on 18 dealers, with 30 due in place by the year's end. There will also be a few new pieces on the '04 models, including a Dakota Digital speedo/tach, so you'll be better able to keep a valve from floating during moments of throttle indiscretion. And to better enable you to haul your ass to a timely stop, the brakes will come from Italy's own Brembo, renowned supplier of brakes to CART, NASCAR and Indy car race teams.

To get more information on what Vengeance has going on and find one of their friendly dealers, give 'em a shout at 909-681-2900. *—Boxcar*

General
Fabrication: ....Vengence Motorcycles
Year and make: ....2003 Vengeance
Model: ....Raider
Assembly:......................Vengeance

Engine
Year: 2003
Builder: ....S&S
Ignition:..................................Crane
Displacement:......113 cubic inches
Cam: ....S&S
Intake:........................S&S Super G
Pipes: ....Samson

Transmission
Type: 5-speed
Year: 2003

Painting
Painter: ....Zeaks Designs
Color: ....pearlized white
Type:...................................lacquer
Special paint: ....Zeak

Frame
Year:..........................2003 Daytec
Type:..........................hidden shock
Rake: ....36 degrees

Accessories
Handlebars: ....Pro-One
Risers:...........................Accutronix
Handlebar controls: ....Pro-One
Fenders:.................................Russ Wernimont
Headlight: ....quartz
Speedo:...................Dakota Digital
Pegs/Foot controls: ....can't ride without 'em
Gas tank: ....Vengeance
Oil tank: ....Daytec
Seat: ....Danny Grey
Mirrors: ....Pro-One
Grips: ....Pro-One
Oil system: ....S&S

Front end
Type/Builder:........10-over/Pro-One

Wheels

Front
Make: ....Pro-One
Size: 21-inch
Tire: ....Avon
Brake:...............................Pro-One

Rear
Wheel: ....Titan
Size: ....18 x 250
Tire: ....Avon
Brake:...............................Pro-One
Photos: ....Markus Cuff

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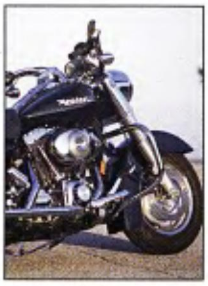


The March issue of *Easyriders* (No. 369) brings you the Love Ride. In the custom bike garage you'll find the latest from the Martin Brothers, Mark Warrick of Soncy Road, Denver's Choppers, Kendall Johnson, the boys at Twisted Choppers and Drag Specialties. We'll also throw a leg over Harley's new Road King Custom (shown above).

We'll check out the motorized fine art of Joseph Dzwill and two great Guides grace our pages—everything you need to know about this year's Daytona Bike Week, plus cool seats for your scooter.

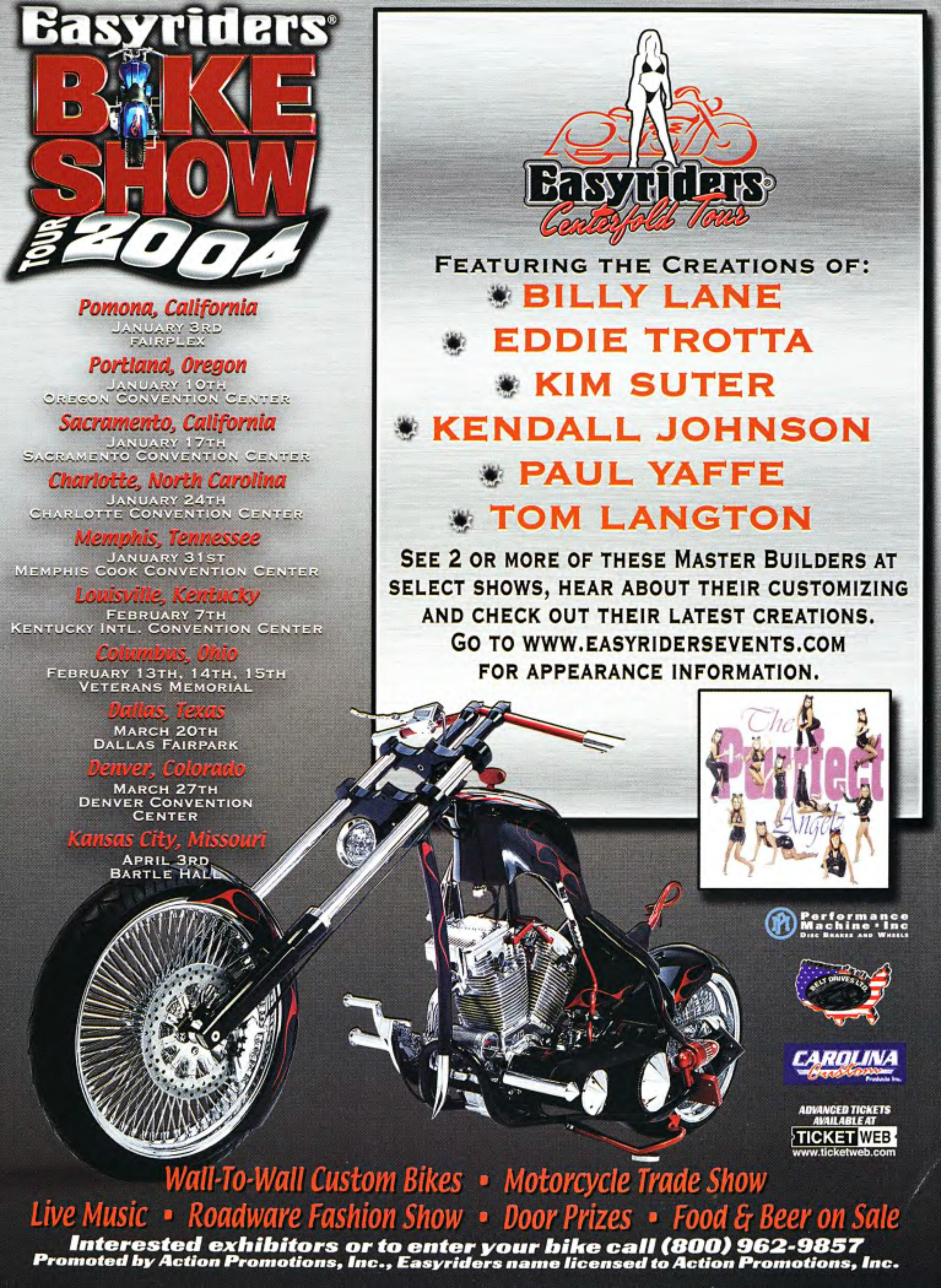
A 32-page outsert on the newsstands will showcase all the new American Motorcycle Models for 2004.

On sale February 3, 2004

The February issue of *V-Twin* (No. 34) is a Valentine's candy box of custom bikes! Besides nine yummy custom bikes, we'll meet master bike builder Eddie Trotta, as well as industry leader Brett Smith of S&S Cycle. Go behind the scenes at Diamond Chassis and take a ride to Yamaha's Star Days. We'll also show off Harley's new Sportsters, take a look at the famous Hollister Rally and check out all the happenings at Biketoberfest. A new feature clues you in on the latest Hot Trends in custom motorcycling. This month we'll investigate Right-side Drives and also bring you a Guide to Aftermarket Exhaust Systems. Plus, on the newsstands, you'll get our 32-page "Best Bikes of 2003" opening the door to the Easyriders Bike Show Tour. It's comin' at ya like a big wet kiss in the next *V-Twin*! *On sale January 13.*

The March issue of *Biker* (No. 217) shows off this lil' knockout A.J. on a Denny Fasig created chopper. Also dig a 98-inch stroker panhead and a 96-inch pan/shovel chopper. *On sale now.*

The March 2004 issue of *In The Wind* (No. 116), goes to the Sturgis Rally and to Milwaukee for H-D's 100th birthday blast. See Dan Blevins' rigid Pirate Pan, and get two outserts (newsstand only): *Ghostrider* poster and Harley's party. *On sale now.*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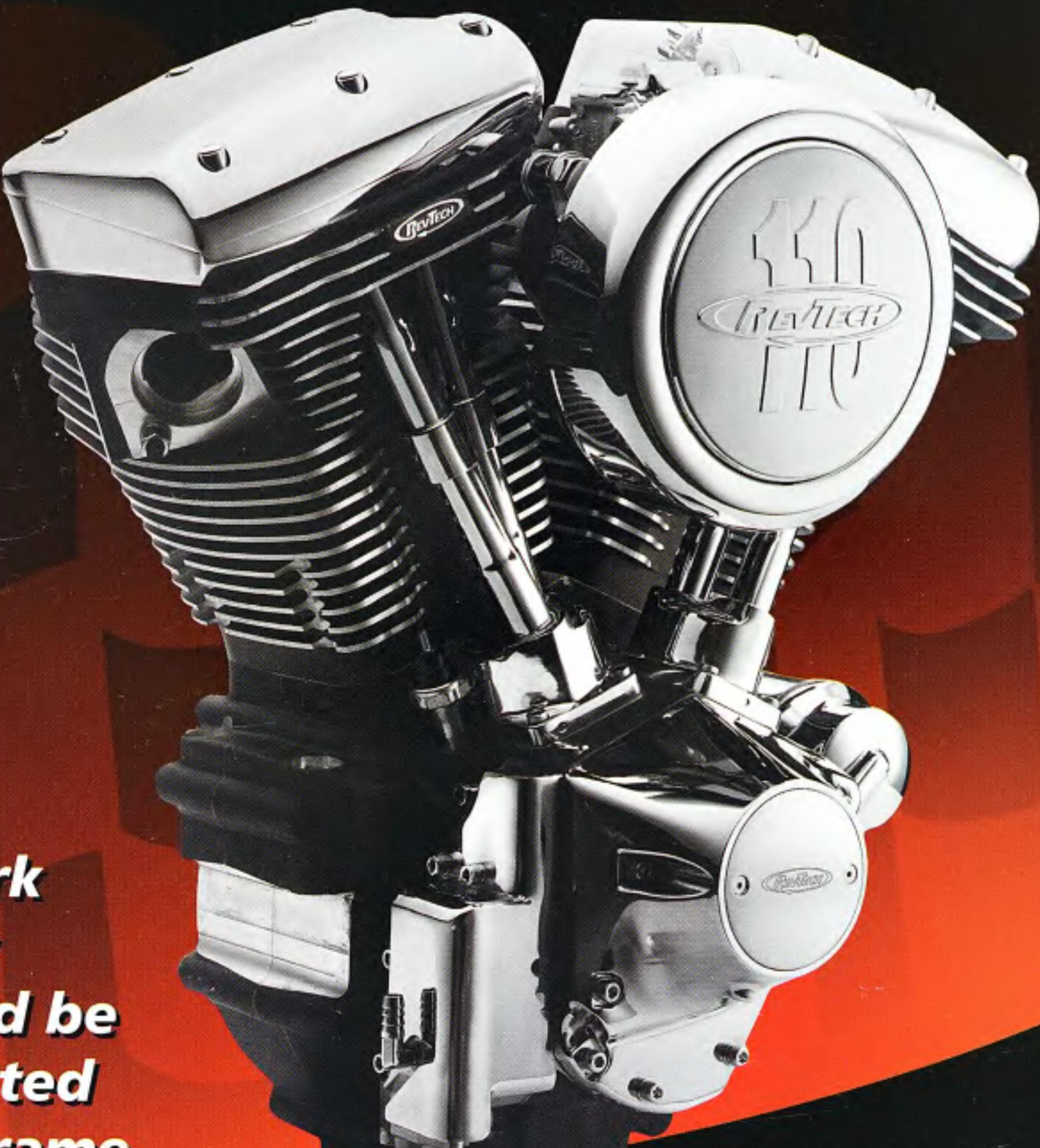

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